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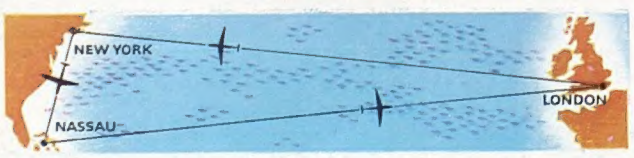


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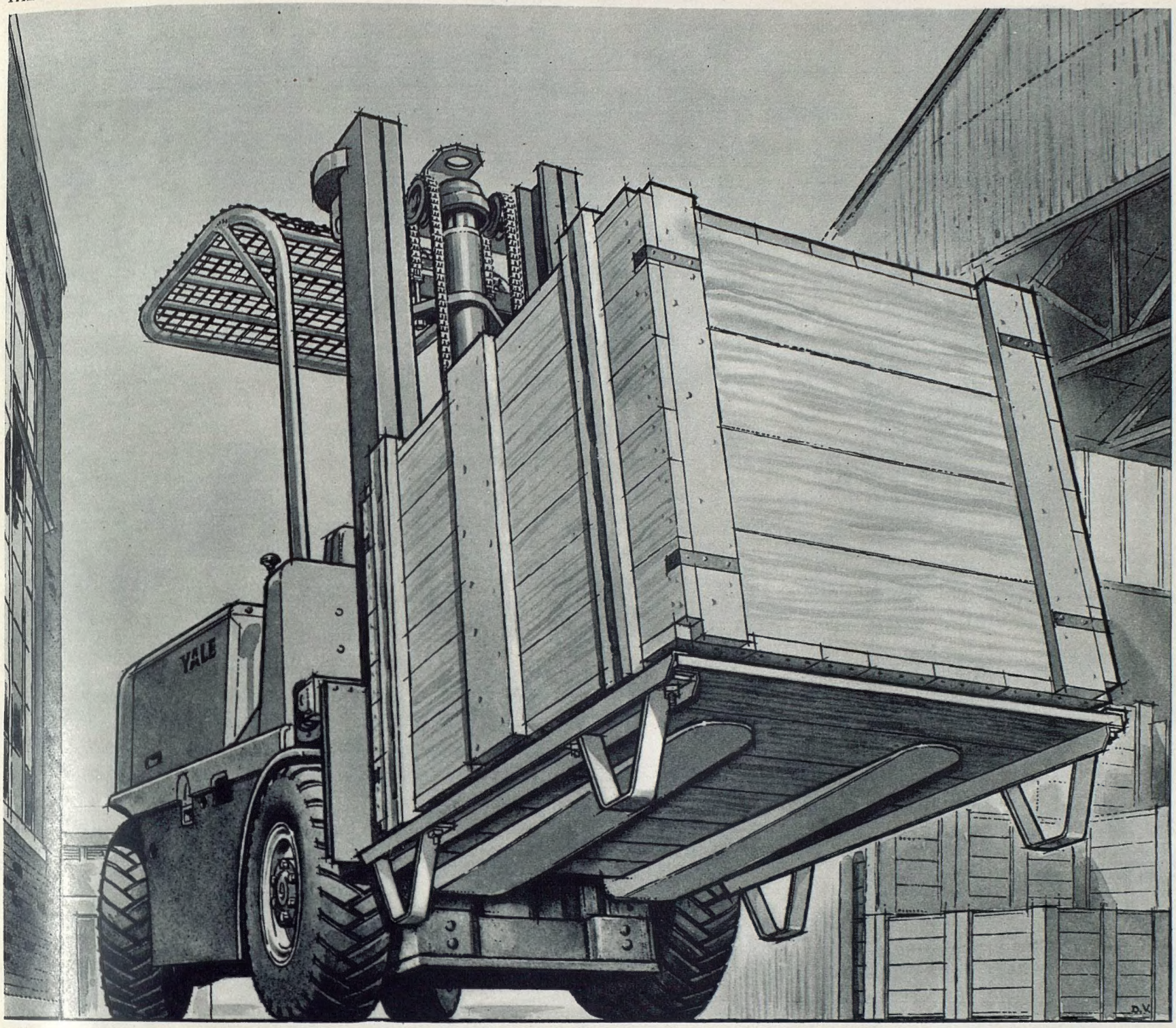


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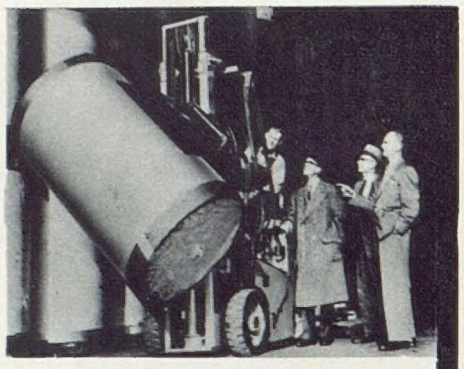
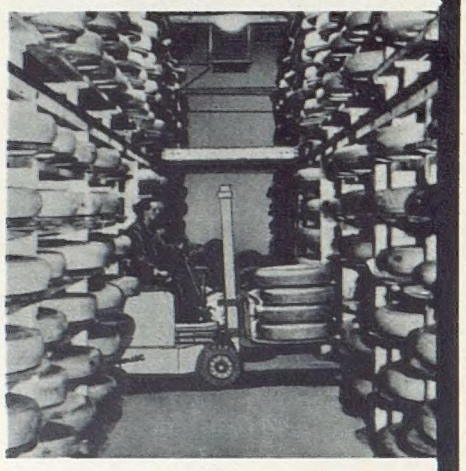
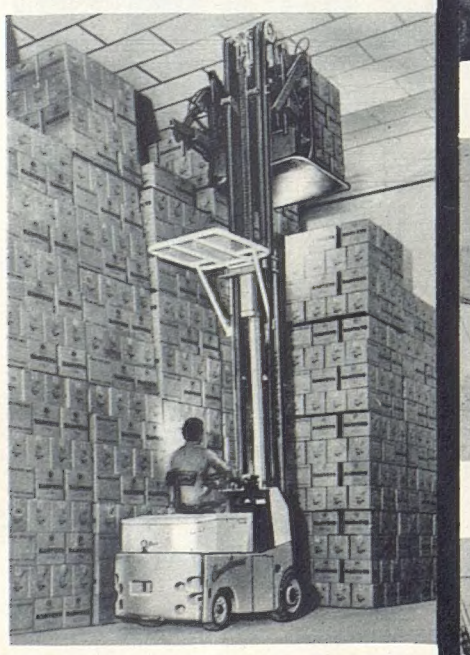


At "The Vancouver Sun" warehouse Canada. An electic Conveyancer with Rotating clamp stacks 2,400 lb. rolls of paper to a height of 14 ft.



Conveyancer E2 electric handling "Cheeses" in Helsinki.

Conveyancers under the expert control of female operators are working in the Barton installation of Shell Mex and B.P. Ltd.



The Whitchurch project of John Harvey & Sons was designed around the use of these large capacity electric Conveyancers using the skid-stac attachment.

From Conveyance's new film "Space Control", — a 2,000 lb capacity electric model operating at the Vulcan Foundry alongside a diesel-electric locomotive for the Argentine.

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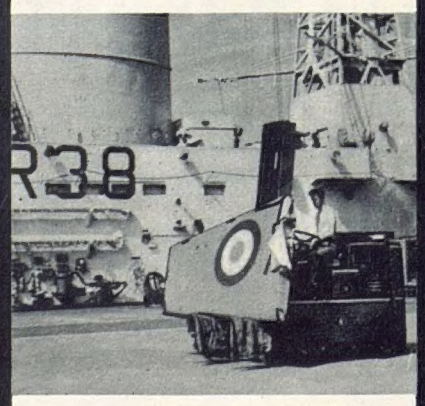
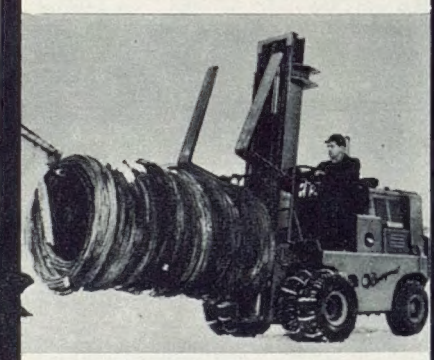
Conveyancers in Cyprus fitted with load stabilising clamp — operate in the bottling plant of Lanitis Bros. Nicosia.

This inquisitive giraffe from Chipperfields Circus inspects one of the "Shorland" Straddle Carriers.

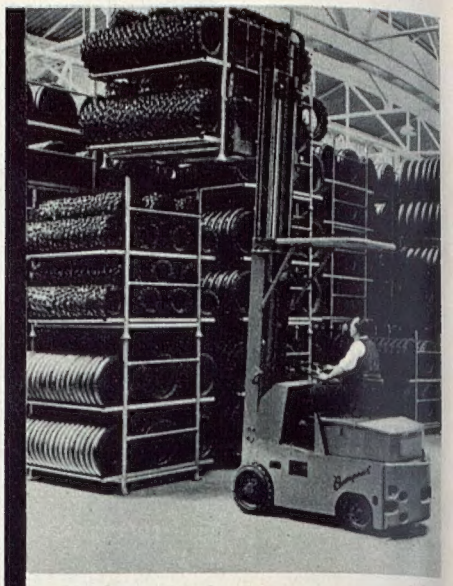


At Sea and on Shore Conveyancers operate with the Royal Navy.
* This photograph was taken aboard H.M.S. Victorious.



Rugged conditions for a Conveyancer torque converter model in the land of the midnight sun.

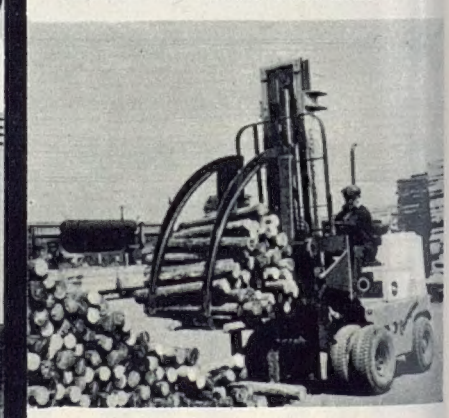
Conveyancer electric models are operating in temperatures of minus 20° Farenheit — such as this Reach truck in the refrigerated store of Eskimo foods.



Stacking palletised loads in the tyre store — One of the 51 Conveyancers supplied to the Dunlop Rubber Company.

A fleet of 9 Conveyancers handle the ever increasing flow of traffic at Manchesters expanding airport.

From Conveyancers factory in Australia — a 3 ton capacity electric model handling containers in a ships hold on the Australian coastal routes.



Many attachments have been designed for specialised operations—Conveyancers fitted with tipping forks and claw attachments handle pit props at the National Coal Board.

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Volume CCXLVII No. 3206

# THE SPHERE

LONDON, November 11, 1961

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With which are incorporated *The Graphic* and *Black & White*

## IN THE NEWS AT THE UNITED NATIONS

U Thant, of Burma, was last week elected to the post of Acting Secretary-General of the United Nations as successor to the late Mr. Hammarskjold. The differences of opinion between the West and Russia regarding the status of the Acting Secretary-General had been finally resolved although it was reported that the question of the number of deputies he should have had not been fully decided. Under the U.N. Charter, the Security Council has to recommend a nominee to the General Assembly for election as its Chief Administrative Officer. U Thant was appointed his country's Permanent Representative to the U.N. in 1957. Aged fifty-two, he became a schoolmaster after graduating from Rangoon University. When Burma became independent he entered the Government service and in 1952 was first a member of the Burmese delegation at the U.N. A Buddhist by religion, U Thant has written a number of books, one dealing with the League of Nations and others with education

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# NEWS SUMMARY

*The new U.N. Secretary-General's first speech; Russia justifies its 50-megaton explosion; "off year" elections in the U.S.; uneasy coalition in West Germany; leaders from Africa in London*

## INTERNATIONAL

U Thant, the new Acting Secretary-General of the U.N., in his speech to the U.N. General Assembly in **New York** accepting the post, spoke of the serious financial problem facing the U.N. and of the urgent need for a solution to the Congo question. Regarding his staff in the Secretariat, he said he proposed to invite a limited number of people to be his principal advisers and named two of them, Dr. Ralph Bunche, of the U.S.A., and Mr. Georgi Arkadev, of Russia. Both are already Under-Secretaries at the U.N.

Angry reaction to Russia's explosion of the 50-megaton nuclear bomb was expressed in many parts of the world last week and preparations were being made to meet any dangers arising from the increase in fall-out resulting from the bomb. In **Washington** President Kennedy said the United States Government held itself free to re-start nuclear bomb tests in the atmosphere but this would only be done if it was considered absolutely necessary for defence reasons. In **Moscow** last Sunday, a statement was issued justifying the current series of Russian tests on the ground that the Soviet Union was entitled to carry out the same number of tests as have been made by the U.S.A., Britain and France. It added that Russia was ready to sign at once a treaty on general and complete disarmament, which would include a ban on nuclear tests.

The Earl of Snowdon drives from Clarence House on the day after Princess Margaret had given birth to their son there. The child, to be known as Viscount Linley, was born on November 3. He is fifth in succession to the throne, following the Prince of Wales, Prince Andrew, Princess Anne and Princess Margaret herself. At the beginning of this week the Princess's doctors issued a statement that she and the baby were "progressing very well indeed"

## GREAT BRITAIN

Important points from the Queen's speech from the Throne, outlining the programme for the Parliamentary session, were: (1) a measure to control immigration to Britain of Commonwealth citizens, which has already aroused much controversy; and (2) proposed legislation giving the Government power to retain for an additional six months certain National Servicemen and to recall for a similar period certain other National Servicemen.

Mr. Gaitskell was re-elected leader of the Parliamentary Labour Party with a comfortable majority.

## THE UNITED STATES

The Americans went to the polls this week to elect Congressmen, State Governors, legislators and a vast number of municipal officers. President Kennedy and two ex-Presidents, General Eisenhower (Republican) and Mr. Harry Truman (Democrat), have been to varying degrees active in the campaigning. Their participation has made the off-year elections, which fall between Presidential and Congressional elections, of more than usual significance. Undoubtedly the elections will provide much material for trend analysis. One of the most important of the contests was in New York, where, in the traditional Democrat stronghold, Mr. Robert Wagner was seeking re-election as Mayor.

Mr. Nehru, the Indian Prime Minister, after visiting London last weekend to see Mr. Macmillan and other Ministers, left for **Washington** for talks with President Kennedy and to address the U.N. General Assembly in New York.

James Thurber, probably the most widely-known American humorist since Mark Twain, died last week in a **New York** hospital at the age of sixty-six.

## WEST GERMANY

After seven weeks of negotiations, the parliamentary group of Dr. Adenauer's Christian Democratic Union, meeting in **Bonn,** agreed on terms of coalition in a government with Dr. Mende's Free Democratic Party. This meant that Dr. Adenauer was due to be re-elected for his fourth term as Chancellor last Tuesday. (Dr. Adenauer said that about a week after his formal election he would visit President Kennedy in Washington.) The F.D.P. has sixty-six seats in the Bundestag, ensuring Dr. Adenauer a majority over Herr Brandt's Social Democrats. It was reported that the F.D.P. would get four ministries out of eighteen in the Government.

But, last weekend, it seemed that the protracted and stormy negotiations had not ended. Professor Erhard, the Economics Minister, left the crucial C.D.U. meeting before a vote was taken and then visited President Luebke. Herr von Brentano, the former Foreign Minister who resigned during the negotiations, also left the meeting before the vote. (Under the terms of the coalition agreement, Dr. Adenauer would not serve his full term as Chancellor. His most widely favoured successor is Professor Erhard.)

## FRANCE

Extremely thorough security precautions were being undertaken in Corsica and Provence before President de Gaulle began his tour of these regions. It was due to start last Tuesday. Corsicans have been campaigning for more favourable treatment and many of them have relatives living in Algeria. On his tour, President de Gaulle was to make three major speeches. It was expected in **Paris** that they might lead to a resumption of negotiations for an Algerian settlement. After the demonstrations in Algeria last week (see page 216), the F.L.N. Nationalist leaders issued a series of moderate statements, particularly on the future of European settlers in an independent Algeria. Although tension remained high in Algeria and France over last weekend, no major clashes were reported.

## AFRICA

Mr. Jomo Kenyatta left **Nairobi** for London on Monday with a delegation from the Kenya African National Union, of which he is the President, to put the views of the party to the Colonial Secretary, Mr. Reginald Maudling. Mr. Kenyatta was expected to press for an earlier date for the forthcoming Constitutional Conference. (See also John Connell, page 220.)

Another arrival in London, on a ten-day visit, was Sir Roy Welensky, Prime Minister of the Federation of Rhodesia and Nyasaland. This week he has been putting the views of his United Federal Party to Mr. Maudling on the necessity for proceeding with the Federal Review as quickly as possible.

In Congo the Central Government in **Leopoldville** admitted that an advance made by its troops under General Mobutu into Katanga had been repulsed by paratroop commandos. Mr. Tshombe returned to **Elisabethville** from Switzerland. Mr. Gizenga, the Lumumbist, continued his refusal to go from **Stanleyville** to the capital to take up his duties as Vice-President. He is reported to have been one of the main advocates of the use of force against Katanga.

In **Cape Town** it was announced the South African Government would allow a passport to former chief Albert Luthuli so that he could go to Oslo to receive the 1960 Nobel Peace Prize. He was given permission to stay in Norway for ten days.

# THE NEWS IN PICTURES

STALIN'S NEW GRAVE IN MOSCOW

LENIN RESTS ALONE

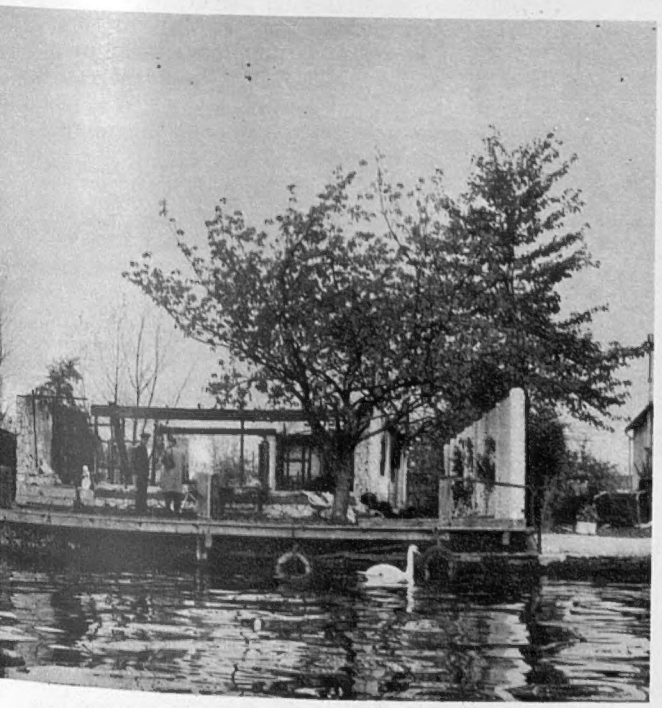
**Far left:** In the grounds of the Kremlin in Moscow, the stone in the left foreground marks the new grave of Josef Stalin. Next to it is the gravestone, with its bust of Michael Kalinin, who was President of the Soviet Union and died in 1946. The recent Russian Communist Congress completed its work of "de-Stalinisation" by ordering the removal of his body from the Mausoleum in Red Square. But the area where it now lies is the resting-place of leading Russian Communists. **Left:** Crowds stand outside the Red Square Mausoleum after the body of Stalin had been taken away. Lenin's body remains alone in it and only his name is now inscribed above the door. There was much speculation in Moscow last week about the future of the "anti-party Stalinists," especially Mr. Molotov, who were named by Mr. Khrushchev and others at the Congress

FOREIGN AFFAIRS DISCUSSION IN FINLAND

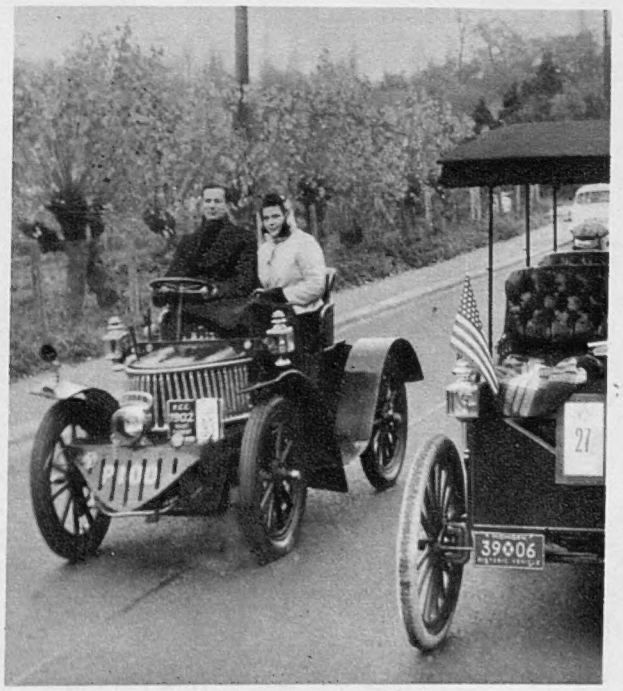
PRINCESS ALEXANDRA IN THE FAR EAST

**Far left:** The Foreign Affairs Committee of the Finnish Parliament meets in Helsinki. At the head of the table Mr. Paasio is acting as Chairman. The subject under discussion was the recent note from Russia to Finland proposing consultation on defence "because of the risk of attack from West Germany and her allies." Last Sunday President Kekkonen of Finland, in a broadcast, emphasised that Finland's policy is neutrality. He declared: "I will work to my last breath in order to preserve and strengthen this policy"

Princess Alexandra walks with Sir Robert Black, the Governor of Hong Kong, in the grounds of Government House after her arrival on the island during her Far East tour. She is spending twelve days in Hong Kong before she leaves for Tokyo on November 14. Her visit to Hong Kong coincides with its university's golden jubilee year



TRAGIC FIRE AT A GUY FAWKES PARTY




VETERANS ON THE ROAD TO BRIGHTON

**Far left:** Little remains except the walls of the bungalow of Mr. John Kennedy on the Thames near Wraysbury, in Buckinghamshire. It caught fire and burnt out after a basket of fireworks exploded during a party for television and theatre people. Three people died and six others were treated in hospital Among those injured were Diana Dors and Sidney James, the comedian. Mr. Kennedy is the manager of Sidney James and Tommy Steele

A 1902 Gillet-Forest, entered by Miss P. Allen, passes an 1899 Haynes-Apperson, at rest by the roadside for adjustments near Horley, in Surrey. Entered by Mr. Jack Frost and driven by Mr. W. Heater, the Haynes-Apperson represented the U.S. on the 65th anniversary of the R.A.C.'s "Emancipation Day" run to Brighton. A record percentage of cars qualified for commemorative plaques

MUSLIMS DEMONSTRATE IN ALGIERS ON THE SEVENTH ANNIVERSARY OF THE REBELLION

Demonstrators in a Muslim district of Algiers shout slogans and wave nationalist flags during protests on the seventh anniversary of the Algerian rebellion. Pacific demonstrations were called for by the F.L.N. Nationalist leaders to mark the anniversary and support their demands for negotiations and for unconditional independence. There were 40,000 French troops in Algiers. They contained demonstrations to Muslim quarters in the city but in smaller Algerian towns there were a number of clashes. Official figures were that seventy-four Muslims were killed and 130 injured. But there were many unofficial estimates that the number of deaths was much higher than this

**Below right:** General Sir Richard Hull arrives at the War Office to relieve Field-Marshal Sir Francis Festing as Chief of the Imperial General Staff. General Hull, who is fifty-four, was Deputy Chief of the Imperial General Staff from 1956-58, and was Commander-in-Chief, Far East Land Forces, from 1958 until earlier this year

**Centre:** The Secretary of State for War, Mr. John Profumo, talks to a cadet at the Mons Officer Cadet School at Aldershot. Mr. Profumo attended the Commissioning Parade last week

**Far right:** Commodore J. P. Dobson, the Captain of the *Empress of Canada*, stands on the bridge of his ship at the beginning of his last voyage. The 27,300-ton liner, the flagship of the Canadian Pacific Railways fleet, sailed from Liverpool for Montreal last week. Commodore Dobson became Captain earlier this year for the *Empress of Canada's* maiden voyage. He was a midshipman on the *Gloucestershire* in the First World War and then joined C.P.R. in March 1919. He is a retired Commodore, R.N.R.

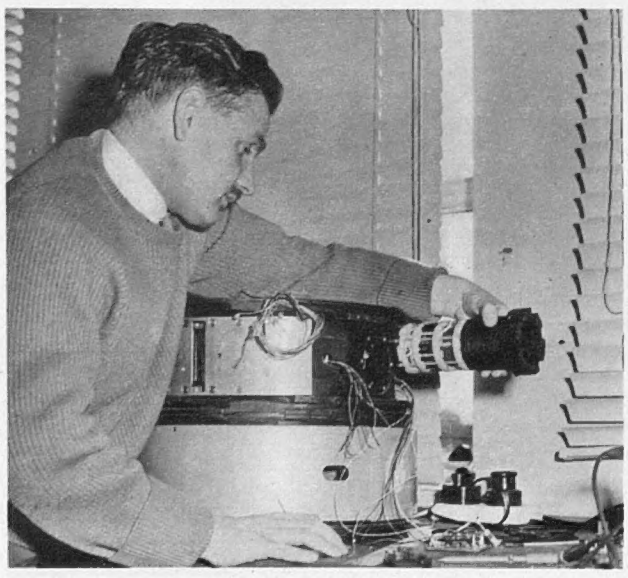
THE NEW C.I.G.S. STARTS WORK

MR. PROFUMO AT ALDERSHOT

A COMMODORE'S LAST VOYAGE

At the new headquarters for the Meteorological Office at Bracknell, in Berkshire, work is being carried out in high altitude research. In the laboratory an instrument, which is designed to be used in a satellite experiment, is fitted into part of a Skylark rocket for testing

**Far right:** Dr. A. P. Thurston (centre) plans a flight to celebrate his eighty-first birthday with Mr. G. Barrett (left) and Mr. Peter Masefield, managing director of Beagle. The flight, in an Airedale from Redhill aerodrome, Surrey, covered places with which Dr. Thurston has had associations over sixty years. Dr. Thurston was chief assistant from 1903-10 to Sir Hiram Maxim, and founded the first University Aeronautics Laboratory in Britain, in 1909



RESEARCH AT THE METEOROLOGICAL OFFICE

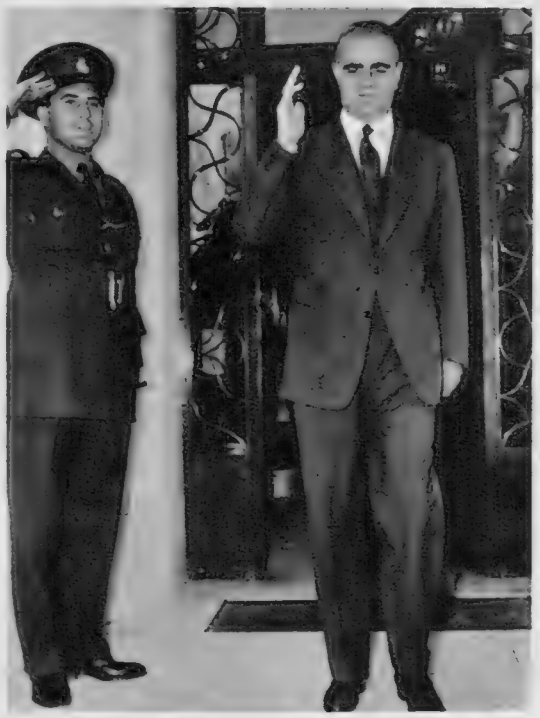
AN AIR PIONEER CELEBRATES HIS BIRTHDAY

# THE NEWS IN PICTURES

The funeral cortège of Signor Luigi Einaudi, President of Italy from 1948 to 1955, passes in front of the war memorial in the Piazza Venezia in Rome. Born in Piedmont in 1874, Signor Einaudi died last week at the age of eighty-seven. He gained the high esteem of his country and an international reputation as a brilliant economist. For many years he was a prolific writer on a vast range of political and economic subjects. In post-war Italy, on his return from exile, he became first Governor of the Bank of Italy and then Minister of the Budget in the fourth de Gasperi Government. He succeeded in this post in stopping the inflation which had overtaken the Italian economy. On May 11, 1948, at the age of seventy-four, he became the first President of the new Italian Republic. He was President for seven years

THE FUNERAL OF SIGNOR EINAUDI—FIRST PRESIDENT OF THE POST-WAR ITALIAN REPUBLIC

Mr. Karamanlis leaves his home after hearing that the first returns in the Greek General election had indicated victory for him and his party, the National Radical Union. Official estimates at the end of last week gave the National Radical Union 170 seats in the Parliament of 300. The Centre Union (a coalition of small parties) was estimated to have 106 and the pro-Communist Pan Democratic Agrarian Front twenty-four seats



MR. KARAMANLIS WINS GREEK ELECTIONS

**Far right:** General Gursel takes the Presidential oath in the Turkish Parliament. He was elected President of the Republic of Turkey by members of the Senate and the National Assembly sitting in joint session. He was the only candidate, as all four parties had, at the Army's invitation, formally signed an undertaking to support his candidature. The new President will serve for a seven-year term

PRESIDENT GURSEL OF TURKEY TAKES HIS OATH OF OFFICE

A long column of refugees in Northern Angola make their way back to their villages. They fled into the jungle during fierce fighting in the region between the rebels and Portuguese troops. The long, drawn-out rebellion in Angola is known to have caused much anxiety in Portugal and will be a factor in the elections to be held in the country on November 12. There were other reports that there were liable to be disturbances in other Portuguese territories, notably Mozambique and Goa

REFUGEES IN NORTHERN ANGOLA

**Far right:** The Russian nuclear-powered icebreaker *Lenin* moves through pack ice in the Arctic on a voyage commemorating the Twenty-second Communist Party Congress in Moscow. *Lenin* was stated to be on her way to set up a research station. She was the world's first nuclear-powered surface ship to put to sea and can move continually through solid pack ice 8 ft. thick

THE RUSSIAN ICEBREAKER *LENIN* IN THE ARCTIC

Mr. E. Glass and family and Mrs. R. Rodgers (wheelchair) reach Pendell from Tristan Da Cunha

Islanders watch a television show in the camp. **Right:** Mr. W. Repetto and his niece in London

# VICTIMS OF DISASTER

The inhabitants of the volcanic island of Tristan da Cunha, who had to be evacuated when the island erupted last month, arrived in England on Friday of last week. The *Stirling Castle*, which had brought them from Cape Town, docked at Southampton and the 262 evacuees were transferred to Pendell Camp, near Merstham, in Surrey, where they are to stay until a permanent home can be found for them. At Pendell Camp they are to be acclimatised slowly to features of life in Britain, such as the weather and the traffic.

A more recent large-scale natural disaster struck another Commonwealth territory on Tuesday of last week when hurricane "Hattie" hit British Honduras and devastated the capital Belize and surrounding areas. By the weekend 200 people were known to have been killed and at least seventy-five were missing. The greater part of Belize was destroyed by high winds and flooding and 15,000 out of the town's population of 38,000 were reported to be homeless. There were serious dangers from disease and snakes, and emergency supplies and vaccines were flown in from Britain, the United States, Guatemala and Mexico. Assistance was also brought by the British frigate *Troubridge*, which was despatched immediately from Jamaica to the scene of the disaster. A state of emergency was declared by Sir Colin Thornley, the Governor, and martial law was imposed throughout the colony, because of the danger from looters. The Governor estimated that the hurricane had been worse than that in 1931, which drowned 2,500 people. The comparatively low death toll last week was due to shelter preparations and advance warning from U.S.A. Weather Stations which had enabled most of the inhabitants to be evacuated to higher ground before the hurricane struck the coast.

The scene in one of the streets of Belize, capital of British Honduras, after the hurricane

Homeless refugees are still dazed after the storm has passed

**Above and below:** Two aerial views of Belize, showing the extent of the widespread devastation caused by the 150-m.p.h. hurricane "Hattie"

JOHN CONNELL

# KENYA'S CONTINUING TROUBLES

The new Secretary of State for the Colonies, Mr. Reginald Maudling, is facing his difficulties manfully. Last week he addressed himself to the perplexing issues of Kenya and Nyasaland; this week, with Sir Roy Welensky in London, he has had to tackle the equally complex problem of Northern Rhodesia. The freshness of his outlook, his anxiety to find out the truth for himself, have impressed all who have encountered him; but he needs time—and time is the commodity which, in the whole process of colonial dissolution, and above all in East and Central Africa, the British Government has not been granted, and will not be granted to the end.

Various powerful forces, in collision rather than in collusion, created—from 1958 onwards—the demand for speed. Mr. Maudling's predecessor strove to gear himself, his Office, and his officials overseas, to the concept of haste. It would be better, he believed, to transfer power in a hurry to African nationalists than to try to buy time. The sincerity and strength of this belief, which Mr. Macleod expounded with dour eloquence to the Conservative Party Conference at Brighton, I have never doubted; but with just as much vigour I have held that the belief was mistaken, and that the policy which resulted from it was risky to the point of catastrophe.

The test was bound to come—as I pointed out often in *The Sphere* earlier this year—in the countries of white settlement, obviously and most sharply in Kenya. Mr. Maudling has inherited Mr. Macleod's policy in Kenya, and nobody now troubles to deny that it has, so far, proved to be calamitous. Last week a melancholy procession of visitors from Kenya arrived in London: Sir Patrick Renison, the Governor, who, according to his own confession, is frustrated and disillusioned; Mr. Tom Mboya, the young, highly intelligent General-Secretary of Kanu, who was as brisk, self-confident and unyielding as ever; and Mr. Michael Blundell, the Minister of Agriculture in the Kadu minority government, and himself the leader of a numerically insignificant minority group among the British minority. While they were here Mr. Jomo Kenyatta, in Nairobi, announced that he had decided to support Kanu and thereby abandon the position of venerated elder statesman, elevated above mere Party squabbling, to which, after his release from detention, he had been hoisted.

Mr. Maudling (right) with Sir Patrick Renison in London

This announcement injected, a trifle belatedly, a certain amount of realism into an affair which, for many months past, has been deeply depressing. Kenyatta has accepted the substance of a chance of recapturing, as a Kikuyu, the leadership of Kanu, which is a Kikuyu-Luo combination, and has rejected the shadowy hope of being a national leader. The hope of a Kanu-Kadu coalition (always, in my view, a pathetic will-o'-the-wisp) was extinguished by the conversations held in September and October, whose breakdown so gravely saddened the Governor.

Mr. Maudling is confronted with a situation which is the outcome of mistakes he himself did not make, for which he bears only minimal, formal responsibility. Though it is impossible for him to go back and make a fresh beginning, he is doing his best within the present unsatisfactory framework. His decision to hold a constitutional conference in London early next year—taken in the face of considerable official and unofficial pressure to have it in Nairobi—is sensible, even if it does leave some of the more confident prophecies of imminent independence a trifle deflated. The earliest possible date for the transfer of power thereafter must be the middle of 1963, and in the meantime Mr. Maudling can fulfil his hope of going to Kenya to see for himself and realise (as I believe he must) the tragic quality of its dilemma.

Political disunity and lack of coherent leadership are, it seems, endemic in Kenyan life. A refusal to take this basic condition into account has been a principal cause of the present mess. Allied to it has been a Micawberish hopefulness that things will somehow turn out all right in the end, that tribal rivalries can be reconciled under the healing magic of democracy, Westminster model, and that men like Mr. Paul Ngei (the composer of the hymn, " The Land Belongs to Us, in Africa ") either do not mean what they say, or are so uninfluential that they can be disregarded. There is now noticeable a certain undercurrent of resentment in British comment on Kenya, a nagging disappointment over the idea that, because Kenya's development has not fulfilled woefully mistaken anticipations, her predicament is brought back to Britain to be settled.

There is only one answer to this hardly pleasant sentiment: the insistence that the responsibility lies, fully and squarely, on the shoulders of the Government, of Parliament and of the electorate. We willed the end: an independent, African-ruled Kenya, in which (we hoped) the European and Asian minorities would have a place, and be able to live out their lives, bring up their children and go about their avocations peaceably. We failed to will the means to that end: a stable political system, a trained Civil Service, and the apparatus of law and order, and in the African to whom power is to be transferred a frame of mind in which these are regarded as axiomatic.

Optimism over Kenya has not justified itself. Those of us who have expressed our doubts and anxieties, from the time of the disastrous Lancaster House Conference of January 1960, have had—this is not a complaint, but a simple statement of fact—the whole weight of the political " Establishment " thrown against us. Our pleadings and our warnings have been rejected again and again. Even now, when we put forward practical proposals for saving a little—even if it is only the lives of our friends and relations—out of the wreck, we are upbraided with a sanctimonious priggishness which, if it were not so sad, would be farcical.

Lord Salisbury, in a powerful speech last week in the Lords' debate on the Address from the Throne, urged that British farmers should be bought out at an agreed level of payment, in bonds guaranteed, not by a successor African Government in Kenya but by the British Government here in London; and that those who want to stay on should do so as tenants or managers. This suggestion, he was told by Lord Perth, who is Minister of State for the Colonies, " is not in the best interests either of Kenya or the settlers themselves." In the same breath Lord Perth admitted that the Government's alternative scheme of buying land from British farmers and settling Africans on it " is not working quite right." It would have been, I would suggest, more accurate to say that the scheme has been a total —and quite predictable—failure.

Alongside this failure and the stubborn refusal even to consider methods of, to some extent, preventing its worst consequences, there must be set not only the failure in the political field, which I dealt with earlier in this article, but a failure to assess the security risks involved in a rapid scamper towards *uhuru*. In recent months, as in the period which preceded the Mau-Mau rebellion, serious and urgent warnings have been disregarded, and factual evidence deprecated or ignored. Now the magnitude of the risks which are being run is beginning tardily to be understood. It is admitted that the Land Freedom Army, which was proscribed after it had been at work for far too long, was a terrorist organisation on familiar, Mau-Mau lines. But there is reason to suppose that the same beliefs and practices, and, indeed, the same people, have seeped into Kanu.

One of the main achievements of the Kenya Police, in the last phases of the Mau-Mau emergency and subsequently, was the creation of an efficient Special Branch, whose intelligence has been reliable and prompt. The pressure, since the elections in February, to have this Special Branch abolished has been insistent. It is to the credit of those in charge of security in Kenya that this pressure has been firmly resisted.

But even so, under the eyes of the police, there has been (as the Government have been forced to admit) an insidious process of encroachment on the ordinary law-abiding citizen's legal rights; squatters have invaded many acres of British farmland, have planted their subsistence crops and pastured their sub-standard cattle. The deterioration in security is too great now to be concealed; and the idea that either the police or the military forces now stationed in Kenya can be quickly and easily reinforced is laughable.

It would be irresponsible and mischievous in me or anyone else to try to make Mr. Maudling's job more difficult. But it is right and necessary to point out that Kenya is for him an inheritance of failure: constitutional stultification, political muddle, security danger, and economic chaos drifting to complete collapse. His efforts to deal with this crisis are commendable indeed. Though I fear they may not, I wish most deeply that they might, succeed.

Mr. John G. Diefenbaker, the Prime Minister of Canada, and his wife feed the deer in a park in Nara, the ancient capital, during their five-day goodwill visit to Japan. In Tokyo Mr. and Mrs. Diefenbaker were received in audience by the Emperor Hirohito and the Empress Nagako at the Imperial Palace and Mr. Diefenbaker was warmly welcomed when he was introduced to members of the Diet in the Lower House. The Canadian Prime Minister was also made an honorary citizen of the modern capital. His other engagements there included the laying of a wreath in the Commonwealth War Cemetery, where 138 Canadians are buried, and a visit to St. Mary's International Boys' School. One of its co-founders was a Canadian Roman Catholic missionary and there are Canadian priests on the staff today. Outside Tokyo, the Diefenbakers went to Kyoto and to Osaka.

# THE CANADIAN PRIME MINISTER FEEDS THE DEER

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Escorted by the Household Cavalry, the Queen and the Duke of Edinburgh drive past the Victoria Monument in the Irish State Coach on their return to Buckingham Palace after the State Opening of Parliament. The photograph was taken from the roof of Buckingham Palace. **Right:** The Queen and Prince Philip at the House of Lords

# A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

AN OSCAR FOR GROMYKO. Foreign secretaries make use of all kinds of available platforms for explaining to the nations their countries' foreign policy and Mr. Gromyko found the Twenty-second Soviet Communist Congress an occasion for disclosing to America and the Western allies Russia's over-riding desire for friendly relations with them all, except perhaps West Germany. One of the great events of our time, he said, was the Vienna meeting between Kennedy and Khrushchev. It foreshadowed the resumption of the Roosevelt policy of friendship between America and Russia. The Soviet Government had *before and since* that meeting spared no effort to reach an understanding with the West. If Russia had not been constantly on guard over peace, the danger of war would have been infinitely nearer. Mr. Khrushchev, we may assume, clapped his hands, and the Congress showed its approval of Mr. Gromyko's words; and, to do them justice, it was possible that many of them were unaware of megaton explosions. But I like to think that, after the session and over a vodka, Mr. K. and Mr. G. foregathered for an exchange of guffaws and of back-slapping; and perhaps, greatly daring, Mr. G. chaffed his great leader with a Russian version of:

You may think it right to dissemble your love,
But why do you kick them *downstairs*?

Be that as it may, the Western panel of judges felt no doubt at all that Mr. G. had deserved the Oscar for 1961 for an outstanding performance in diplomacy. We may credit the Russians with every virtue and every vice, yet lack they one thing—a sense of humour that can credit others with a sense of humour. Some say it is of no importance, but I do not agree with that view. A unilateral lack of it may be more dangerous than a 50-megaton bomb. It is no use asking world scientists to confirm or reject that opinion.

NO VICTIMISATION. In the Acton works alone there have been eighty unofficial stoppages recently involving many thousands of innocent workers and holding up production in a vital export industry to the extent of driving overseas clients to seek alternative products. It was small wonder if the Rootes group at last took a tardy stand against anarchy and was prepared to risk terrible losses in the effort to restore sanity and discipline. In such stoppages such authority as the unions concerned can still exert has been usually employed to end them. There is nothing much but the threat of expulsion open to them in this general anarchy which is making a mockery of union authority and destroying our chances of competing in world markets. Other car manufacturers with enormous forward contracts, dependent now on punctual delivery (because overseas buyers know too much about "pretty Fanny's ways"), must welcome the Rootes' stand and pray for


## "THE SPHERE" CHRISTMAS NUMBER

Shoppers on their way home with their purchases on Christmas Eve provide the theme of Lucien Lowen's cover for this year's Christmas Number, which is now on sale. Colour pages include Geoffrey Fletcher's impressions of the Edwardian era; a seascape by Montague Dawson; Pauline Baynes' paintings of autumn and winter; an Isenbrandt Madonna; Tissot's *Convalescent*; and William McLaren's illustrations for *Sir Gawain and the Green Knight*. In black and white are many illustrated articles on such diverse subjects as The Boxing Day Meet and Vintage Motor Cars. This year's short story is by Stella Gibbons.

*There is still time to place your order if you are to make sure of catching many of the overseas mails for Christmas. Order through any branch of W. H. Smith, Wymans, John Menzies, or any other newsagent. "The Sphere" Christmas Number costs 5s., including postage.*

Princess Marina and her daughter-in-law, the Duchess of Kent, leave Kensington Palace to drive to Westminster for the State Opening of Parliament. Also present for the ceremony was the Duke of Kent

The Queen Mother shakes hands with Air Marshal Sir Edward Chilton, A.O.C.-in-C. Coastal Command, on her arrival at the Royal Festival Hall. She attended the R.A.F. concert commemorating the twenty-first anniversary of the Battle of Britain last week

its success. But it will be cash and labour lost unless the group also stands firm against the cry of "no victimisation" which has for so long prevented the lesson being learned by the wildcats and the weaklings. It is difficult to accept the arguments still made against the enforcement of a ballot in lieu of a show-of-hands before a strike of any kind is agreed. Men reluctant to lose their jobs and pay know very well the treatment which may be offered them, if they stand out against a majority of their mates. No one can doubt that it needs courage of a high order to oppose such a decision taken in an atmosphere so charged with passion. Another curse of the industry today is its vulnerability to subversive action in a single component firm. The stoppage of supply of a single car-component can hold up production and throw thousands out of work a hundred miles away, who had no part in deciding the stoppage and no understanding of the grievance alleged. It is monstrous to suggest that this long-deferred "toughening" by a few employers is backing the Chancellor's wage pause.

RATING ON CLICKETY-CLICK. If the wise councillors of the resort's council can steer clear of the law, there is a chance that, before our rates are raised again all round, we may get some alleviation of the burden through Council-controlled Bingo sessions. I welcome the hope. The element of chance seems always to have played a part in my assessments and now that a benevolent and paternal government has smiled on the citizen's little frailties and conceded our right to gamble our money away if we keep it nice, clean fun, it is only reasonable that rate-relief should be added to the good causes which legalise gambling. If the nation squanders its savings on gambling, it is by gambling that the Government encourages us to save, and I fancy Bingo offers a better chance of a prize than Premium Bonds. Is one English resort proposing a degrading civic experiment? I don't think so. It is elevating to consider the tax-payer's pocket and high time that local government offered a lead to the Chancellor, and the end surely justifies the means when Parliament itself has removed all stigma from the means. It is pleasant to think that a lucky "top of the 'ouse" may relieve one's bare attics from spatial assessment for rates.

BUILT ON COAL. Lord Robens and Mr. Wood between them have tried to confuse me about the price of solid fuel. Recently at a weekend at Whitley Bay, Lord Robens ruled out any general rise in prices during the next four years. Mr. Wood, the Minister of Power, three days later in the Commons, told us that the Board would announce a series of price increases before the end of this year. The operative word was "general." It implies that for a time some lucky consumers of some forms of hard fuel will escape. But experience has shewn me that selective price increases have a nasty tendency to become general, and I have no doubt that by January my own particular brand will cost nearer £16 a ton than £15. The National Coal Board had a deficit last year of £21,000,000, bringing its total deficit to £100,000,000. Scottish and Welsh mines have been losing most and it is there that price increases will begin; but not end. The miners grow fewer and fewer, mechanisation certainly advances and any swift closure of uneconomic pits is ruled out by the danger and cruelty of redundancy in a large way. This is not only a personal, human and localised problem. Such closure would hit whole districts and many industries. There are therefore many valid reasons for the miners' discouragement. Mr. Wood's announcement of selective increases is a hard saying if not very carefully analysed. The idea is that "these selective increases will reduce the losses on unprofitable pits and drive customers away to 'alternative fuels'." What alternative fuels? *Cui bono?* Not surely to the mining industry? If your eye caught an advertisement last week, you may have been comforted or worse confused. Coal sales up by 1,500,000 tons in last eight months; a surplus of £2,600,000 against a loss of £6,000,000 in the same period last year; a 10 per cent. rise in exports; 6,000,000 tons sold from stock. It is all very confusing to me in this babel of voices.

*PECCAVI.* In my recent commentary on the Conservative Conference, I ventured to inquire why those triumphant plans for putting the country's economy on its legs again had not been tried out ten years ago. To this query the Chancellor the other day (as reported) supplied an answer. The Government has "guessed wrong" about the urgency of controlling personal incomes. He himself took a share of the blame. When Archbishop Lord Fisher remarked that the trouble with politicians is that they are incapable of saying they are sorry, most people broadly agreed he spoke truly. But if "peccavi" (I have Sind) may be a shout of triumph from a victorious general, it is usually a danger if uttered by a statesman, and Mr. Selwyn Lloyd's "peccavi" has let the side down and will probably need to be explained away to Opposition probes. True, every schoolboy knows that ministers are human and fallible like the rest of us and like us must "learn while they earn." But politicians in office very seldom admit it. The victorious general faces no opposition at home. Every one delights in his "peccavi." Not so the Government in power. It has shrewd enemies at home. So Mr. Lloyd must rue the hour if indeed he succumbed to an honest admission of fallibility. The Whitehall façade is propped up on the saying of another Lord Fisher's: *Never explain, never apologise.*

TWO THOUSAND-A-YEAR MEN. There must be many a man, be he builder, lorry driver or mechanic, who has drawn a minimum £20 a week pay packet regularly, but has never translated his weekly wage into *salary per annum* or realised that he is a £1,000-a-year man. There is no inconsiderable number who regularly draw twice as much and are £2,000-a-year men. There are even a few in very skilled trades who have at times drawn £100 in a single week. These men are rewarded on the scale of cabinet ministers. It is certainly true that very few of the workers consider their weekly pay packets in terms of annual income and it is not childish simplicity to argue that if it was customary to do so, some of them might be more inclined to be contented with their lot and more resolved not to hazard it. Our social life may be upside down, but even today a few conventional and traditional notions from the past survive, and, economically speaking, we have not reached the stage of the Lilliputian European state whose army possesses one Field Marshal for every private soldier. If the wives of our better-paid workers would begin to translate these weekly pay packets into salaries per annum, they would not only gain a useful aid in home-planning but would find a much more telling argument to persuade their menfolk to be satisfied with their lot. What the hell (they could say)! You are twice as well off as the parson, or the children's headmaster, and some of you are much better off than Lords and M.P.s Who the devil do you think you are?

THE OLD STAGER

Orestes (Ronald Lewis), returning to avenge his father, is welcomed by Electra (Yvonne Mitchell)

Orestes, with Electra (left) and the chorus, before he kills Clytemnestra

ENTERTAINMENT

# THE ORESTEIA

## *at the Old Vic*

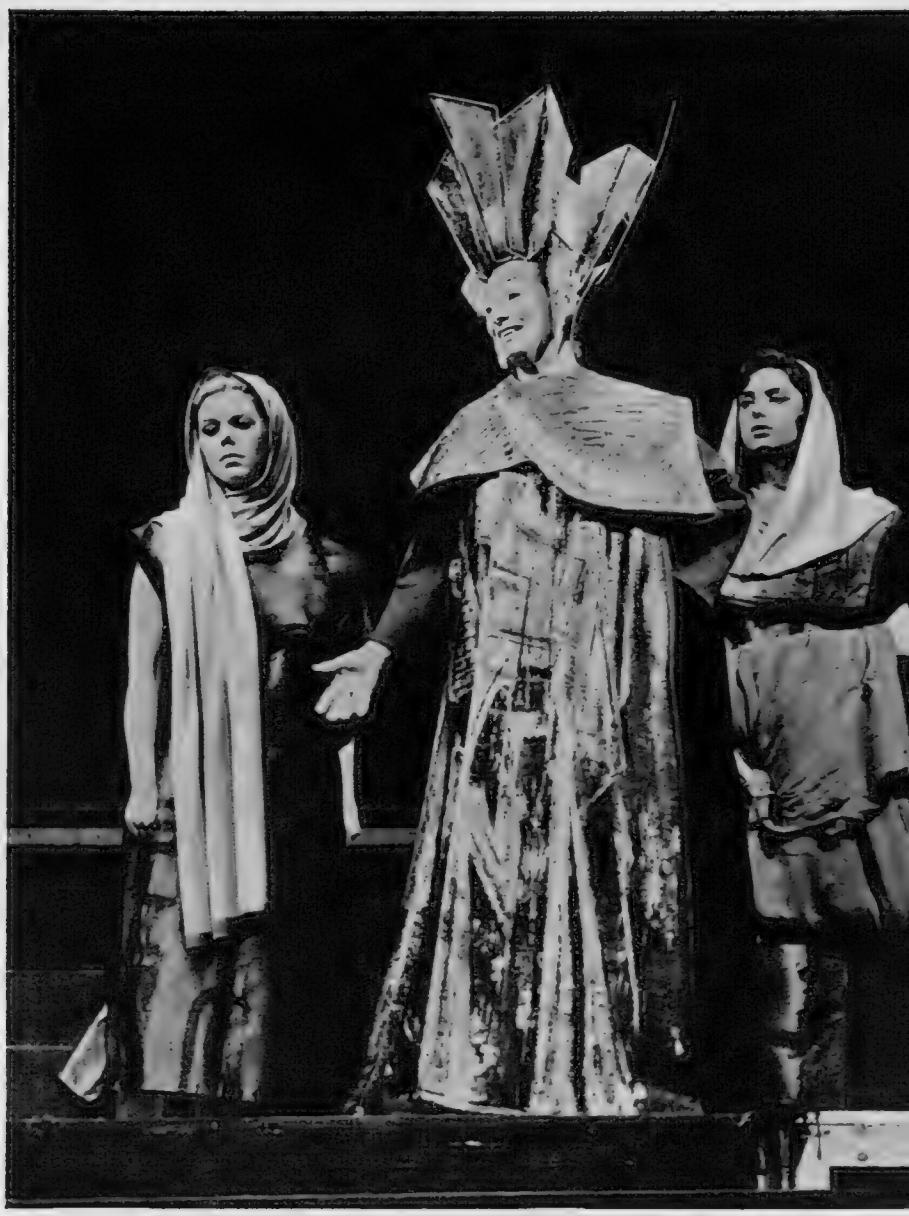
As a result of the Old Vic's enterprise, the London theatregoer is being offered a rare opportunity to fill in gaps in theatrical history. Running at the theatre until Saturday, November 18, is the Oxford Playhouse production of Æschylus's great trilogy—*Agamemnon, The Choephori* and *The Eumenides*—known as *The Oresteia.* Written in the fifth century B.C. in the excitement of Athenian democracy, the plays of Æschylus move between myth and drama. Their content has such profound implications that it has spilled over into political, philosophic and psychological thinking. And, Æschylus's treatment provided the first dramatic form for tragedy. *The Oresteia* is being given in a new English adaptation by the producer, Minos Volanakis, and Edith Hamilton. The trilogy was last seen in London in 1905.

After Æschylus, the Old Vic is presenting its production of Eugene O'Neill's prolix but fascinating version of the same themes—*Mourning Becomes Electra.* Directed by Val May, the play has Barbara Jefford as Lavinia; Sonia Dresdel as Christine; Michael Goodliffe as Ezra; and William Sylvester as Brant. *Mourning Becomes Electra* runs from November 21 to December 2. There are some additional performances until December 13.

Cassandra the Prophetess (Ruth Heyers)

Chorus leader (Edward Hardwick)

Electra finds Orestes' lock of hair on Agamemnon's tomb



Clytemnestra (Catherine Lacey) welcomes her husband Agamemnon home from Troy

*Photographs by Anthony Crickmay*

Agamemnon (Ronald Lewis) prepares to step on the purple cloth

The proud conqueror, Agamemnon, receives a double-edged welcome from Clytemnestra

# THE VOICE OF THE COMMON

Mr. Holyoake, New Zealand's Prime Minister, with Sir Vivian Fuchs. The explorer was in Wellington for the Conference of the Special Committee on Antarctic Research

## CANADA

*Expansion in services and building projects at the Transport Department*

Within the past four years, Canada's Department of Transport has opened eleven new air terminals across Canada, the largest being the £10,500,000 building at Montreal International Airport.

A total of seventeen other terminal construction projects are at present under way, including projects of major size at Toronto, Winnipeg and Edmonton that are expected to be completed by 1964. Around 23,000,000 dollars are earmarked for expenditure on these last three buildings in 1962.

This construction is part of a ten-year programme started in 1957, involving an expenditure of £206,000,000 to provide the facilities capable of meeting the needs of the fast-growing aviation industry. Vastly increased programmes in the fields of both communications and meteorology have also been launched.

The tremendous heights and speeds at which jet aircraft travel made it essential that weather reporting and forecasting services, as well as communications systems, be speeded up to meet these new requirements.

The extent of expansion in these two fields alone, is sharply outlined in the growth of costs in the past ten years.

In 1950-51, the outlay for meteorological services, both capital and operational, amounted to £2,000,000. In 1960-61 these costs totalled more than £5,500,000. In the same period, expenditures for telecommunications jumped from £4,000,000 to nearly £11,000,000.

Canada's communications network and weather services today extend from the international border almost to the North Pole and are closely tied in with similar services in the United States to provide for aviation's needs on an international basis.

Canada's Department of Transport has made tremendous progress and is continuing to do so. In the future the challenge may be even greater as the world advances from the Jet Age into the Space Age, and who can say what the limits of progress will be? The Department of Transport will undoubtedly have a most interesting future.

*The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere."*

## NEW ZEALAND

*Important discovery of natural gas in the Taranaki area*

The discovery of natural gas in Kapuni, Taranaki, has revealed an important new source of heat and energy which could have far-reaching effects on New Zealand's industrial development and on the economy generally. Experts believe production from the field may eventually be about 100,000,000 cu. ft. a day—or about forty times the daily consumption of gas in Auckland, New Zealand's largest city, with a population of about 400,000.

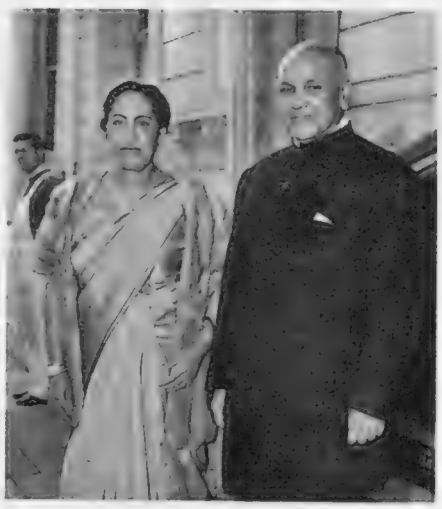
Various other countries make considerable use of natural gas. There are, in fact, said to be dozens of ways of using it. In the United States a network of pipes takes it over thousands of miles to provide a substantial part of that country's heat requirements. The Canadian chemical industry is a big user of natural gas. Ammonia-derived fertilisers are based on French natural gas production. In Pakistan natural gas is piped for nearly 300 miles to be used as the power source for electricity generation and other industrial purposes.

Potential lines for the development of use of natural gas in New Zealand include use on a domestic or industrial basis which would make necessary an examination of the future of the existing gas industry. Its use has implications in the generation of electricity which merit full consideration. Its possibilities in ironsands processing and in the development of a chemical industry will also be examined. A substantial proportion of light oil can be separated from the natural gas. This would be suitable for processing at New Zealand's first oil refinery, which will come into operation at Whangarei. The light oil is particularly suitable for New Zealand's needs, as a 50 per cent. yield of motor spirits will result from refining. Depending on how its use is developed, the discovery could also mean an eventual saving in overseas funds for New Zealand.

The discovery has been made as the result of the efforts of three oil companies, working as a consortium, to investigate oil and natural gas possibilities in the Taranaki area. The period of exploration has involved an expenditure of £5,000,000. It has now been stated on their behalf that a capital investment of £20,000,000 would be necessary for the full development of the natural gas field. A most expensive item would be a pipeline through rugged country from Taranaki to Auckland, over 200 miles or more. Though this might cost over £10,000,000 it could pay all along the way, for intervening towns would find use for the gas on a domestic or industrial basis. The gas could also be liquefied for transport.

Drilling appraisal wells will begin shortly and it is expected that some time after the middle of next year there will be enough information to begin production and commercial planning. Meanwhile three overseas experts in the use of natural gas have arrived for investigations.

The Government, anxious to turn the discovery to the best national advantage, has set up a committee of departmental heads to examine the whole position and to advise the Government in making policy decisions



Mr. R. S. S. Gunewardene and his wife leave their hotel for Buckingham Palace. They were received by the Queen on Wednesday of last week upon Mr. Gunewardene's appointment as High Commissioner for Ceylon in London. On the same day a memorial service was held for the former High Commissioner, the late Mr. de Soyza. **Right:** The High Commissioner for the Federation of Rhodesia and Nyasaland, Mr. A. Robinson, leaves his London home with his wife to attend the opening of Parliament

# WEALTH

## INDIA

*The celebration of United Nations Day and Mr. Nehru's speech*

United Nations Day was celebrated at the end of last month throughout India. A U.N. Day cancellation mark was made on stamps at various post offices. An essay competition on the U.N. has been organised among university students.

The Vice-President, Dr. Radhakrishnan, made a broadcast message over A.I.R. on the eve of U.N. Day celebrations in which he stressed the vital importance of the U.N. for the future of the whole of mankind.

"Events in the Congo, where we lost a great international Civil Servant and statesman, Dag Hammarskjoeld, indicate how distant still is the goal; but we trust in the power of the human spirit." The cause the U.N. had to defend, he said, included the rights of all nations to develop their possibilities and fulfil their aspirations without being restricted by others.

"If we persist in our struggles for political power and economic superiority, the civilisation which we have slowly and laboriously built up across centuries cannot avoid disastrous dissolution. The dangers ahead of us are great and time is running short. The U.N. has to become the conscience and imagination of mankind."

The All-India U.N. Day Committee, which was established to make appropriate arrangements to observe the occasion, had this year, under the presidentship of Mrs. Rajen Nehru, planned different ways of encouraging people in all walks of life in India to note its significance. Material had been provided to officials in Community Development projects to make the U.N. better known in rural areas.

The principles of the U.N. Charter provided many a talking point to Asian and African leaders participating in the seminar on Problems of Portuguese Colonies, held in New Delhi in the last week of October. India's Prime Minister, Mr. Nehru, told the delegates that India would never allow Goa to become a foreign base. He also warned that it was imperative that the system of colonialism be wound up, as continuation of that system might bring war nearer. From the point of view of her security India would not tolerate a foreign base on her coast, Mr. Nehru declared. "It is a dangerous thing. It is dangerous all the more when that Power (Portugal) is tied up with other Powers in military alliances."

Mr. Nehru said that at no time was the possibility of military action in liberating Goa given up. "We are not in any sense tied down absolutely to pursuing the policy which we have thus far pursued. If in the interests of peace and in the interests of removal of colonialism we have to take some other action, we shall take it," he added. He was not prepared to say that all the ills of the world today and the danger of war came from colonialism. There were many other causes—many of the consequences of the last war pursued us still. But undoubtedly the fact of these colonial territories continuing was a cause not only for deep unrest but possibly for bringing war nearer. Therefore, even from the largest point of view of world peace, it was of the utmost importance that the system of colonialism should be wound up completely, leaving not a trace, except perhaps a bad memory, behind.

Mr. Nehru gave an assurance to the struggling people of Africa of India's help in their struggle to get out of the morass of colonial domination. The movement, especially in Africa, against colonialism, was an historic phenomenon. Unfortunately some people and some countries and some governments had not realised this yet, notably the Portuguese Government. Some other countries realised it and to some extent had accepted this and had worked for that end. But often they had been pulled back by various forces, vested interests and their own habits of mind. In the last few years more particularly there had been a new influence, a powerful influence which had come in the way of liberation of these colonies. While it must be acknowledged there had been rapid advance towards liberation of many colonies in Africa—there was a force which had come in the way. This was the force of the cold war.

The Prime Minister said that practical considerations today were making statesmen of great countries realise that it was far more important to try to win the goodwill of the people of these countries—whether it was Asia or Africa—rather than think purely in military terms which led them to support colonial domination.

Mr. Nehru said India did not take military action in Goa even though it was far stronger than Portugal because of the condition of their thinking and work under Gandhi's leadership. The Indian national movement against British imperialism was a non-violent one. They had developed a repugnance to settle the matter through armed conflict.

Concerted action by Afro-Asian countries, both inside and outside the United Nations, to accelerate liquidation of Portuguese colonialism was demanded by delegates to the seminar.

Lady Hoare, the wife of the new Lord Mayor of London, receives guests at a reception at Chelsea Town Hall given by the Commonwealth Society for Deaf Children of which she is the President. On the right is Mr. J. Tatton-Brown, the Mayor of Chelsea

Field-Marshal Ayub Khan, President of Pakistan, is introduced to the England Test cricketer Eric Russell by Ted Dexter, the England captain, before the start of the First Test between England and Pakistan at Lahore. England won the game by five wickets

## ART EXHIBITION

*The work of a Malayan painter on show in London*

An exhibition of paintings by the young Malayan artist Yeo Hoe Koon was shown in Malaya Hall, London, from October 31 to November 7. It was opened by Tunku Ya'acob, the High Commissioner for the Federation of Malaya. The pictures, in both oil and water-colours, were painted during the last two years, when the artist was at the Académie des Beaux Arts, in Paris. Previously Mr. Yeo studied Chinese Art in Singapore, the influence of which is shown in many of his paintings.

It was refreshing to see water-colours of French countryside and villages interpreted with the economy of brushwork and delicacy of style associated with Chinese Art. The oil studies were more in the European idiom—a gently sombre impressionist world showing touches of Cézanne and even Buffet, but with no one influence dominant. A picture of a church in Venice caught the eye as a subtle blend of greys, blues and purples, colours not usually associated with the artist's Venice. The painter's evident delight in brushwork was especially seen in his flower studies such as "Summer Glory," which depicts with great feeling for texture a thick glass jar full of spiky white flowers against a deep blue background. Blue seems to dominate the colours in most of the paintings of Yeo Hoe Koon.

# NEW VIEWS OF POWER

Britain depends on increasing amounts of power to keep going. Power is supplied in various forms and by varying means, among which there is fierce competition. The chief post-war entrant in the field of power stations is nuclear energy. Two nuclear power stations built for the Central Electricity Generating Board—Bradwell and Berkeley—started to be fuelled and went critical last August. It is hoped that they will come into operation in the New Year. Built by the Nuclear Power Group, Berkeley has two reactors and a capacity of 275MW. The C.E.G.B. is not only building nuclear power stations. Permission has been given by the Minister of Power for the construction of two 2,000MW coal-fired stations in Yorkshire and a decision is being awaited on the plan to build a 2,000MW oil-burning power station at Fawley, on Southampton Water. This would be next to Esso Petroleum's large refinery at Fawley. Consumption of oil for industrial purposes in Britain has been rising throughout the last decade. As demand grew so did the oil companies' facilities. Since BP's largest, wholly-owned refinery in Britain, on the Isle of Grain, was commissioned in 1953 it has been steadily expanded.

Seen from the air is the nuclear power station at Berkeley, in Gloucestershire, on the Severn Estuary. Prominent are the two reactors, the switchyard and the turbine house

BP's Aden oil refinery at night. Foreground (left) are part of the refinery's housing estates, with the oil harbour (centre)

**Right:** The BP Kent oil refinery on the Isle of Grain is seen from the air. It processes about 9,500,000 tons of crude oil a year. Over £88,000,000 have been spent on the refinery so far and 2,900 people work there

BRIAN VESEY-FITZGERALD

# ST. MARTIN'S SUMMER

Saturday, November 11, is St. Martin's Day. St. Martin was born in Pannonia (which is now Hungary) in A.D. 316. He was a professional soldier, serving first under Constantine and afterwards under Julian the Apostate. As a soldier, in an age when life was held cheap and the soldiery were naturally brutal, he acquired a great reputation for kindness. All the legends which have come down to us of this part of his career are concerned not with his prowess as a soldier, but with his kindly virtues as a man.

The most widely-known of these, I suppose, is the story of giving his cloak to a poor beggar man. Since it was, presumably, a uniform cloak, and therefore the property of the Emperor, this was an astonishingly generous gesture, and one fraught with a good deal of risk, for Roman Emperors shared a marked distaste for losing their property. After he obtained his discharge from the army, he became a disciple of Hilary, Bishop of Poitiers. About 360 he founded a monastery near Poitiers and retired there to lead a life of austerity and complete seclusion. He was the greatest pioneer of Western monasticism before St. Benedict. But, about twelve years later, he was more or less dragged from his retreat by importunate clergy and ordained Bishop of Tours. He died in 400, revered by all.

He remains one of the very few saints, other than the national saints and the authors of the Gospels and St. Christopher, who is currently very popular as a car mascot, whose name is known to almost everyone: not because of his deeds, but just because of his day. In Scotland, November 11 (said to be the saint's birthday) marks the winter term, which is called Martinmas. Elsewhere we, or at least all countrymen, know St. Martin's Summer.

We talk habitually of the vagaries of the English weather; and with some reason. But St. Martin's Day, you may have noticed, often falls in the midst, or just at the end, of a spell of warm weather. The air is light and the sunshine not only warm but delicately beautiful. St. Martin's Summer is a pleasant, tranquil memory of the summer that has gone.

For me, a typical day of this brief summer begins with the normal white mist, as thick as cotton-wool, seen as I look from my windows down into the valley, on a chill November morning. On many a November day this mist will linger, thinning but little, all through the daylight hours and thickening again at dusk. But, in these few days, it thins and disappears early from the familiar hedgerows and lanes, and then there is a splendour as warm and brilliant and impressive as any to be found in October. The trees are ablaze with colour, the sun shines in a sky of unclouded blue, and at about noon the song-thrushes sing as though it were summer indeed. Well, no; that is not true. For now the song-thrush sings better, more deliberately, than ever he does in summer. Now he sings to please himself, not to entertain a mate or warn off a rival. The characteristic repetition is missing now and so are the characteristic intervals. There is one connected theme. The intervals are filled with a soft little inward song, which has about it something of a blackbird quality. At any distance you might think that it was a blackbird breaking all the traditions of his race.

St. Martin's Summer is exquisite: but it is fleeting. Bright as the sunshine may be for a few hours, it strikes the earth aslant from a point so low in the heavens that an earthbound fog in a deep valley may eclipse it totally. Brilliant as the foliage of the trees may be, it is a brilliance which depends absolutely upon the peacefulness of the sky. All the beauty of St. Martin's Summer may be destroyed in a single storm or night of storm, and destroyed totally for the cycle of a whole year. That knowledge is ever-present in November. I suppose it could be a source of melancholy for the beholder. For the brilliance of St. Martin's Summer is the brilliant flicker of a dying candle. But I do not find it melancholy. Autumn is but the dropping of a curtain while a new scene, vivid and beautiful and vital, is springing up.

A sunlit country-like autumnal scene in London's Hyde Park

The curtain is sufficient with two special beauties of its own: "Old Man's Beard" and the spindle. Normally, the spindle passes quite unnoticed. It is a humble little plant with thin foliage and meagre, shy flowers. In summer, at any rate, only the bees notice the spindle. But now it will light up a whole copse with flame. The dingy white flowers have put on an autumn dress of pink satin, and for jewels there are five great ovules of vivid orange and red. The spindle when it is caught in the bright sunshine of Martinmas stands out a blazing mass of colour.

As for the wild clematis, "Old Man's Beard": whoever considered this in summertime? But now it is easily the dominant plant among all the wayside vegetation. There are the berries: hawthorn and briar, nightshade and honeysuckle, red bryony and black bryony, the vivid clusters of mountain ash, and the dwarf stumps of the wild arum at the hedge foot. Though all these berries are scarlet or bright red, no two are exactly alike in hue; somehow, contradictory though this must seem, there is so much that you have got to *look* to see it. Not so with the "Old Man's Beard." In its full winter dress, it surpasses everything else. From end to end of the lane below my house, all colour, even the brightest of the berries, even the mountain ash, pales before the lustre of this dazzling silver fleece. Year after year it comes as a surprise to me—because in summer I pass down the lane a hundred times and never notice the pale green foliage and inconspicuous flowers. Year after year I am entranced anew.

Each time that I look at the "Old Man's Beard," and compare it with the profusion of berries and the russet carpet of the fallen leaves, I am struck by its special quality. Only the "Old Man's Beard" seems to be alive, independent of the sunlight. The berries, the fallen leaves, glow with colour, it is true. But it is reflected colour. Only the wild clematis seems to give out light of itself.

The forwards jump for the ball in the match between St. Edward's, Oxford, and Wellington

On their home ground at Oxford, St. Edward's beat their visitors, Wellington College, by 17 points to 6, the scores consisting of a goal, a try, a dropped goal and two penalty goals, to a try and a penalty goal. In conditions perfect for an open game, both sides lost chances to score when handling movements broke down. St. Edward's gained an advantage forward although Wellington had a bigger and heavier pack. The first score of the game was a penalty goal kicked for the home team by C. J. Butterworth. Shortly afterwards, another attempted penalty goal by St. Edward's was knocked on behind the Wellington line and from the ensuing 5-yard scrum G. K. Bell dropped a goal. Just before half-time Wellington scored through P. J. W. Grubb. In the second half, St. Edward's went further ahead with a try after a dummy scissors by N. R. Phelps, and a push-over try by the forwards. This was converted by Butterworth, who shortly afterwards kicked a second penalty. In the last twenty minutes of the game Wellington also scored a penalty goal.

PUBLIC SCHOOLS FOOTBALL

# ST. EDWARD'S v. WELLINGTON

As a scrum breaks up the forwards grapple for the ball

N. D. V. Robertson, a Wellington three-quarter, tackles an opponent

W. F. Johnson, the Wellington captain, passes to A. E. B. Vaughan-Arbuckle

With the ball under his arm, a St. Edward's player makes for the line

**TRAVEL**

# WHERE TO GO FOR CHRISTMAS

By **GORDON COOPER**

There is a trend towards taking a second holiday. The period around Christmas suggests itself as being ideal for the purpose. Many people do not fancy spending Christmas at home. Apart from anything else they wish to escape for a time from the problems of housekeeping. I offer some ideas on the subject of where to go.

Paris is an obvious selection. If you do not want to go on your own then several travel agents are arranging parties. Erna Low Travel Service (47, Old Brompton Road, S.W.7) is a firm I can recommend. They also offer Hotel House Parties in England and the Channel Islands; and they can make individual arrangements. Amsterdam, Brussels, and Nuremberg are three other cities which seem to me to be attractive at this time of year. Rome, with its many religious services, is another alternative, although further afield. You will delight in the fascinating Befana Fair in the Piazza Navona—provided that you are not allergic to the noise created by thousands of excited children. They play toy trumpets and whistles, while waiting for presents from the *Befana*, a kindly but sharp-eyed old hag.

During the last few years I have myself enjoyed Christmas at Taormina, where winter sunshine combines pleasantly with the local festivities; at Solesmes (France,) where I was enraptured by the singing of the choir at Midnight Mass on Christmas Eve; at Les Baux, also notable for its religious ceremony; at Perouges (near Lyons), where after joining a procession bearing flares through the cobbled streets of this small medieval town I attended Midnight Mass in the ancient fortress-church, followed by a gargantuan gastronomic Réveillon meal in the *Hostellerie Vieux Perouges*, an unforgettable experience.

Last Christmas, however, I remained in Britain and chose the Blue Boar, a most excellent Trust House at Cambridge. I could not have wished for better. The food and comfort were perfect. I was able to listen to the famous carol-singing in King's College Chapel, and to visit the various colleges and my favourite Ely Cathedral.

Other Trust Houses which might tempt you are The Shakespeare at Stratford-on-Avon, with its old-world, beamy atmosphere, an excellent cuisine and a Swiss manager; the Luttrell Arms in Dunster, which forms an integral part of a village street that still looks feudal, and has great raftered ceilings, and open hearths; the White Hart at Salisbury, the Grosvenor at Shaftesbury, and the King's Head at Wimborne—all with an "old English" atmosphere and excellent fare and comfort. Nearer London is the George at Crawley, with studio bedrooms (complete with baths and showers) and an outstanding cuisine. I would also like to recommend the Continental at Plymouth, which has very good food and a programme of entertainment. It is three minutes' walk from the Hoe.

Christmas by the sea can be great fun, as well as being invigorating. This year I am

A boat is carried down to the water in a fishing village in Malta. The island has an equable winter climate

The 215-ft.-high tower of the cathedral rises above buildings in Ely, near Cambridge

The Shakespeare Hotel, a Trust House in Stratford-on-

going myself to Barcelona, a most fascinating and lively city, with the hope of attending Midnight Mass at Montserrat, famous for its choir. Wings Ltd. (48, Park Road, N.W.1), incidentally, is offering most tempting Christmas house parties on the Costa Brava and in Majorca, where for only 39 guineas you can stay in luxury hotels, with excursions and air-flight included. Gibraltar, Alicante (the sunniest spot in Spain), the French and Italian Rivieras are other suggestions, and the cost in each case would be around £50, with air travel each way. Malta, too, with its equable winter climate, is appealing, as well as Ostend whose hotels cater specially for British visitors at this time of year; and the air there is most invigorating.

Seaside towns have an appeal when windows shine out on a deserted prom and the wintry sea. You can get this effect at many British seaside resorts, at Bournemouth, Eastbourne, Torquay and Brighton, for instance. In Cornwall, with its mild climate, I would recommend Penzance (the Queen's Hotel is an Ashley Courtenay choice) and the most excellent Tregenna Castle Hotel (British Transport Commission) at St. Ives—as good an hotel as any in Britain.

Frankly, I think a good British hotel is unexcelled at Christmas. Nor must I omit a mention of Irish hotels which are full of jollity at Christmas-time. Those on the West Coast can be specially commended, while with the establishment of the new direct air service to Cork, this corner of the Irish Republic can offer considerable appeal. An additional feature is that around Glengariff there are some really good hotels.

For those who have the time, a Christmas cruise presents an enjoyable opportunity to relax as well as to enjoy shipboard festivities. The Royal Mail Line, for instance, offer a sixteen-day cruise (December 22 to January 6), with calls at Lisbon, Tenerife, Dakar and Madeira (with fireworks on New Year's Eve), the cost being from £196. An air tour to the Canaries or to Israel (110 guineas inclusive, de luxe tours) are other suggestions. Should you be in Jerusalem for Christmas it is permissible to cross over to the Jordan side without difficulty, and it is here that the chief religious buildings are centred. Again, a Christmas air tour to Egypt, with opportunities to visit Luxor and the Valley of the Kings, is appealing.

old-world atmosphere

The sea washes against the front at Santa Cruz de Tenerife in the Canary Islands

## NEW AIR SERVICE TO SOUTH AMERICA

A new twice-weekly service to Santiago via Buenos Aires on Mondays and via Lima on Thursdays, has just been introduced by Air France. Timings on the Monday service are 6.55 p.m. at West London Terminal, arriving at Santiago at 5.50 p.m. the next day. The cheapest return fare is £326 13s. —via Buenos Aires, and £338 13s.—via Lima.

You can now fly from London to America by T.W.A., leaving at 1.30 p.m. and arriving in New York in time for dinner. Lunch will be served on board immediately after departure, a time which has been chosen as being preferred by most passengers.

Once again tourist class passengers will be able to purchase drinks on B.E.A. and Air France services between London and Paris.

From December 1 until May 15, 1962, schoolchildren and students between the ages of twelve and twenty-five will be able to fly by B.O.A.C. from this country to their homes in British territories and back, at the cost of a single economy or tourist fare for the return journey. By introducing this concession on December 1, B.O.A.C. hope that many young people at school or college in England will be able to spend Christmas with their families.

French railway fares were increased on October 23, second class from .08 NF. to .085 NF. per kilometre, first class from .12 NF. to .1275 NF. per kilometre. There is, however, no increase in charges for couchettes or for seat reservations.

P. & O.-Orient Line and the Royal Mail Line have just published arrangements for summer cruises during 1962. Anyone wishing to travel tourist class would be well advised to get in touch with a travel agent right away, since preliminary registrations received suggest that the popularity of short cruises in summer continues unabated. There will not be such an immediate demand for first-class reservations, but it would be as well for plans to be made by Christmas if the better outside cabins are required.

An astonishing number of people are going to Majorca for Christmas. Travel agents have reported an unusually big demand, with the result that preparations are being made by several Palma hotels to provide special Christmas fare. Although it may be too early for the almond blossom to be out, you have to wait until January for that, the weather should be quite mild, with temperatures going up to 65 degrees—even 73 degrees has been known—and there is not likely to be any more rain at that time than in September, when just over 2 ins. are recorded on an average. The warmest places in Spain at that time of the year however, are in the south-east.

**W. D. C. C.**

**BOOKS**

# DRAWN FROM LIFE

*Autobiography by authors ranging from an artist to a big-game hunter; short stories and thrillers*

The prophet Job must have been in a most discouraged mood when he said: " My desire is . . . that mine adversary had written a book." One can guess what he meant but friends, as well as enemies, are made by books. DRAWN FROM LIFE (Methuen. 25s.), is a volume of reminiscences of Mr. Ernest H. Shepard's youth and young manhood and reveals a gentle, modest, loyal and determined nature; in other words, a good friend. Mr. Shepard, *Punch* artist and illustrator *par excellence* (you may recall a series of drawings about Winnie the Pooh, among many others), has written about the country as a London boy knew it some years ago, and about London as a youth of great perception saw it. A charming volume. Mr. George Foulser's London was different and so was his sea-going life but he, too, has an observant eye and keen ear. His SEAMAN'S VOICE (MacGibbon and Kee. 18s.) is a far tougher affair and travels much more widely afield but its key is an acute observation of fellow men.

BORN BEWILDERED (Peter Davies. 21s.) is Miss Hélène Cordet's story and, understandably, liable to be a best-seller. The author was brought up by her rich Greek family in the South of France where one of her playmates, later to be her best man, was Prince Philip. Nowadays she owns a successful club-restaurant and she has told her story of the years between with a likeable frankness and gusto. Geographically more remote are SAMOAN INTERLUDE (Peter Davies. 18s.), Mrs. Marie Tisdale Martin's account of life with her doctor husband during two years in Pago Pago, and ARMS FOR OBLIVION (Cassell. 25s.), by Mr. Peter Kemp, whose experiences in Siam began with a parachute drop and continued, in Bali and Lombok in a distinguished and influential way. Both books have the unmistakable imprint of authenticity and, in different ways, of great courage. THE LAST MAN IN PARADISE (Michael Joseph. 25s.) is Mr. Peter Hirsch's unrepentant reminiscence of life as a big-game hunter. Colourful and stimulating, and, of course, provocative.

A MATCH TO THE THAMES (Hodder and Stoughton, 21s.) is none of these things but it has another interest, that of sober and objective reconstruction of an English social crisis, the dock strike of 1889. Miss Ann Stafford has assembled her material with a fine sense of values, past and present, and her book might have been considered significant even by such giants as the Webbs.

ROLL OF HONOUR (Hart-Davis. 16s.) is Mr. Eric Linklater's new book and, since he is not the man to repeat himself, it is a story told in a different vein and in another style from anything he has written so far. An elderly schoolmaster remembers his Scottish school. Unsentimental but moving. SECOND OPINION (Heinemann. 18s.) has its roots in school life too, but only in so far as that mainly unhappy existence moulded a diffident man and accounted for his unsatisfactory family life. Mr. Ronald Scott Thorn has told a slightly masochistic but readable tale of a late victory over early terrors. Miss Jane F. Harley, on the other hand, in THE PATIENT IS COMFORTABLE (Robert Hale. 12s. 6d.) gives us one of those fictional-factual stories about a young woman's life in a London hospital during the war, full of spirit and verve, and with more good humour than introspection.

AUGUSTUS JOHN—his death last week at the age of eighty-three marked the end of an era. One of the most colourful of English artists and one of the finest of portraitists, he first exhibited in 1899 and was a flamboyant and well-known figure for half a century

In the first of this week's batch of short story volumes, Mr. Paul Gallico has had the original idea of collecting twenty tales and adding a background note on the inspiration of each. CONFESSIONS OF A STORY-TELLER (Michael Joseph. 21s.) is therefore unusually good value and gives the reader an insight into a born writer's working methods. KILROY WAS HERE (Weidenfeld and Nicolson. 16s.) contains nine stories from Mr. Michael Lewis, the Welsh author who has such a sharp perception of the foibles of other societies and countries than his own. Funny and unfailingly intelligent. THE SILVER TRUMPET (Collins. 16s.) is a collection of stories by Mr. Stuart Cloete on African themes and told, as he explains, in the manner of the camp fire. Very evocative and told with a wonderful appreciation of atmosphere.

Thrillers of the week are, first, Miss Agatha Christie's THE PALE HORSE (Collins. 15s.) which is her most original mystery for some years and highly recommendable. THE IVY TREE (Hodder and Stoughton. 16s.) is also a connoisseur's special by Mrs. Mary Stewart, set in Northumberland and a very attractive novel even without its crime-and-suspicion theme. SPELLS OF EVIL (Hamish Hamilton. 13s. 6d.) is by that unbeatable French team, MM. Boileau and Narcejac, and is not, repeat not, to be missed.

**Vernon Fane**

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# SHIPS AND THE SEA

*Three books on a subject of perennial interest*

Björn Landström tells us that for years he sought for a really well-illustrated book in any language showing the development of ship design from the earliest beginnings to modern times. There was no such book, so Mr. Landstrom has produced it himself. What an achievement it is! THE SHIP (Allen and Unwin. £5 5s.) begins with the primitive raft and ends with the nuclear-powered submarine. The author has gleaned much of his information in the great maritime museums of the world, but even so he found the gaps in their presentation were enormous, and he has done a mass of research in places both likely and unlikely. Mr. Landström has relied for the most part on line-drawings to illustrate his text. Clarity of presentation, simplicity of explanation, and a true artistic sense are here combined.

A somewhat similar work, but with the emphasis rather on naval history than on design, is SHIPS AND SEAMEN (Weidenfeld and Nicolson. 50s.). Here Christopher Lloyd and J. Douglas-Henry have collaborated in a history taking us from the Vikings to the present day. Old prints and drawings add greatly to the interest of this volume, with Rowlandson and Gillray excelling in particular in portraying the seaman's life in the days of the press gang. Photographs illustrate the more modern phases of the authors' story.

Aubrey de Selincourt's anthology THE BOOK OF THE SEA (Eyre and Spottiswoode. 25s.) is a delightful piece of work in the bedside book manner. The sea in all her moods is reflected in these pages, the product of true experience by many men in many different times and places.

Despite all the horrors of the last seven years the basic cultural, economic and social links between France and Algeria may yet be preserved. That is the verdict of Edward Behr, journalist and political commentator, after spending the greater part of the '50's in North Africa. His book, THE ALGERIAN PROBLEM, is given simultaneous publication in two editions (Hodder and Stoughton. 21s. and Penguin Books. 3s. 6d.). Here is a most lucid and thoughtful analysis of one of the great political jigsaws of our time, a puzzle so complex that a true solution seems well-nigh impossible. The fact that Edward Behr sees a gleam of hope amid the prevailing chaos is comforting, but even that last hope, he would doubtless admit, could disappear overnight.

Equally skilled as a political commentator is Pierre Rondot, Director since 1955 of the Centre des Hautes Etudes sur L'Afrique et L'Asie Modernes, and the author of a broad survey, THE CHANGING PATTERNS OF THE MIDDLE EAST (Chatto and Windus. 25s.). M. Rondot has worked in the Middle East in many capacities, and has observed from their beginning such modern developments as Arab nationalism, Zionism, the Kurdish movement, and not least the emergence of the oil kingdoms into the full glare of prosperity. These events in the Middle East may well alarm the Western world; but the author feels that if they are clearly understood that alarm may be proven groundless. Not all the Middle Eastern lands are pawns of the Kremlin and Pekin.

MESOPOTAMIA AND THE MIDDLE EAST (Methuen. 45s.) is the latest addition to the Art of the World series of regional histories. The author is the late Sir Leonard Woolley, and this indeed is his last work. It has been lavishly illustrated throughout in full colour with the objects best representing the art of the period. Inevitably the pictures must draw attention away from the text; but the strong-minded reader, refusing to be beguiled in this way, is certain of his reward in this magnificent survey, taking us from the Ubaid people, the earliest settlers in the Euphrates delta, to the age of Graeco-Roman art in the Middle East.

THE JUNIOR PEARS ENCYCLOPAEDIA (15s. net) is not just another encyclopaedia. It sets out to do for young people, anywhere between eight and eighteen, what has always been done for their parents by any number of yearbooks, handbooks, and almanacs, providing them with all the fundamental information they may need.

**Richard Edmonds**

# THE FINAL SOLUTION AND AFTER

In January 1942, at a brief half-day conference at Gross-Wansee, a group of leading Nazis issued orders—in circumlocutional but deadly terms—for what they intended to be " the final solution of the Jewish problem." This was to be the murder of every Jew in Europe, man, woman and child, on whom they could lay their hands. They almost brought it off.

THE DESTRUCTION OF THE EUROPEAN JEWS (W. H. Allen. 84s. net) is Dr. Raul Hilberg's sombrely tenacious and massively documented account of the whole monstrous attempt. It is a work of necessary but grisly scholarship. As a record of cold-blooded and utterly relentless evil it is as sickening, and yet as compelling to the reader, as to the observer was day-by-day attendance at the Eichmann trial this year in Jerusalem. First the Nazis denied that Jews were human beings; and in that denial they destroyed such humanity as they themselves possessed. Then the Nazis strove to degrade, dehumanise and finally liquidate European Jewry. It was the most terrible event in all European history so far. Dr. Hilberg's book, though less agonisingly elegant than Mr. Gerald Reitlinger's earlier traversal of the same dark territory, should be required reading in every institution of higher learning throughout the world. But I doubt, alas, if it will.

THE YELLOW STAR, by S. B. Unsdorfer (Thomas Yoseloff. 25s. net), is an autobiographical account by a victim who survived the full horror of " the final solution " as it worked out in practice at Auschwitz and Buchenwald. Mr. Unsdorfer, the son of an eminent Orthodox rabbi of Bratislava, was fourteen at the outbreak of war in 1939. He describes, with moving simplicity and forthrightness, the slow, oddly inefficient yet quite merciless fashion in which he and his family were enveloped in the liquidation process. His strong religious faith gives the book a great dignity and strength, and does much to explain why, even though millions died, the Nazis failed to destroy either Jewry or the spirit of Judaism.

The founding of the State of Israel was not simply the response to the Nazi holocaust; yet inevitably the one event stands in a close historical and spiritual relationship to the other. Just three years after the gas-chambers in Europe ceased their loathsome labours, the people of Israel, settled on the soil of their ancient homeland, proclaimed their independent sovereignty, as a nation among the nations, and defended victoriously and consolidated that independence. Colonel Netanel Lorch's THE EDGE OF THE SWORD (Putnam. 45s. net) is the nearest approach yet made to an Official History (on the Israeli side) of the Arab-Israel War of 1948. He himself served as a combatant officer throughout the brief momentous campaign, and later was Chief of the Military History Section of his country's General Staff; he has had access to all the relevant documents in Israel and, though he has had no help from the Arab side, he is scrupulously fair to his opponents.

His narrative is honest, sober and remarkably readable, and is the most detailed and most searching study of this " little war " that so far has come my way. Militarily it is accurate and penetrating. While it is most unlikely that any similar " little war " will ever be fought again, the book teaches certain non-military, social and moral lessons of great significance. Why the Israelis won is far more important than how; their victory's origin lay in the quality of their young soldiers. Heroism of this sort—especially since it was set against the background of the recent fate of European Jewry—was no mere historical accident. Colonel Lorch's book rightly lays stress on certain facts and factors which many of us tend a little too easily to forget.

**John Connell**

Ellie Dunn (Perlita Neilson) and Captain Shotover (Roger Livesey) in Shaw's play

# HEARTBREAK HOUSE

*at Wyndham's Theatre*

Shaw's portrait of civilisation tottering on the edge of destruction has been revived in an Oxford Playhouse production by Frank Hauser, with a distinguished cast. The play was written in the midst of the First World War as an exuberantly witty *exposé* of a decadent upper class. It was last seen in London in 1943, with a cast headed by Robert Donat and Edith Evans. The present production has Roger Livesey as the eccentric old Captain Shotover, Dulcie Gray as the commanding Lady Utterword, Michael Denison as the debonair Hector Hushabye, Judy Campbell as the enchanting Mrs. Hushabye, and George Benson as the millionaire Mangan.

Hector Hushabye (Michael Denison); Lady Utterword (Dulcie Gray); and Randall Utterword (Barry Sinclair)

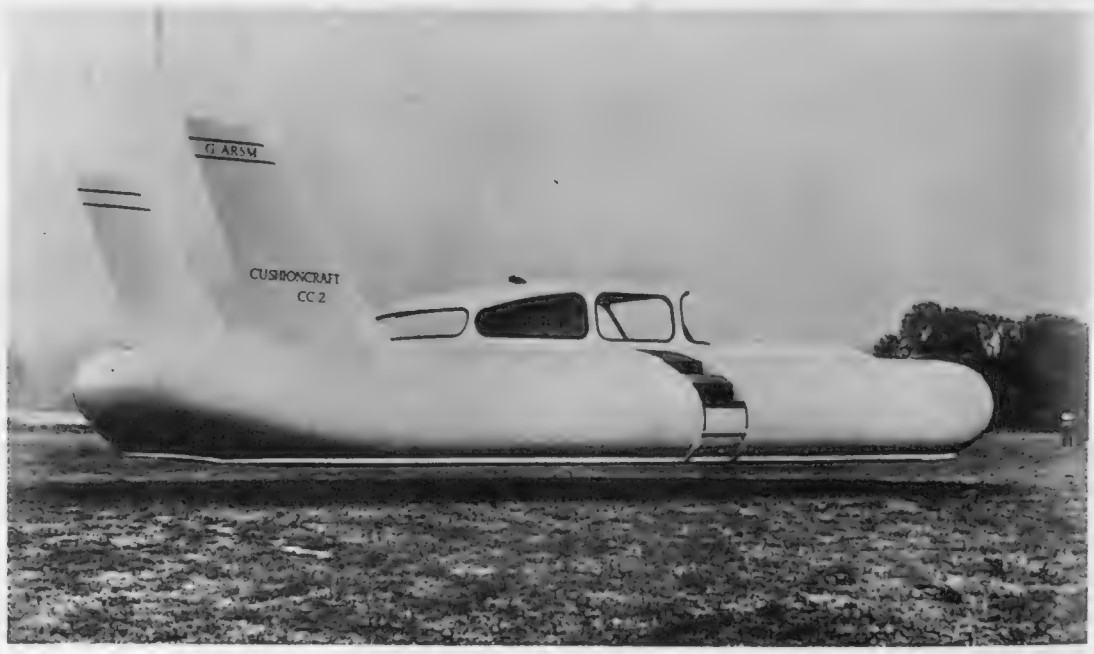
Mrs. Hushabye (Judy Campbell); Boss Mangan (George Benson) and Ellie

# SUPPORTED ON AIR

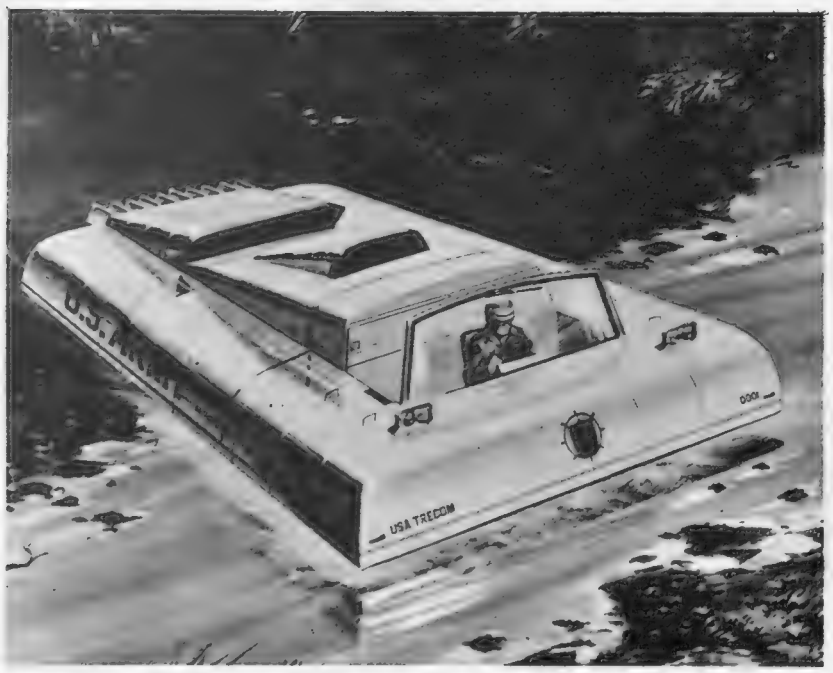
Ever since the Saunders-Roe SR-N1 was first demonstrated on the Solent in 1959, a large amount of research and development has been carried out on the revolutionary principles of the hovercraft, in Britain, the U.S. and elsewhere. In Britain, a family of these craft has come into existence under the auspices of a co-ordinating authority, Hovercraft Development Ltd. Undoubtedly, the next major step in hovercraft history will be the first scheduled public services carried out by them. Already there have been a number of applications before the Air Transport Licensing Board for such commercial services. At the end of October, Vickers-Armstrongs (South Marston) Ltd. demonstrated in public their research craft VA-1. This is preparing the way for a number of ambitious projects by the firm. Under construction are the VA-2, a utility version capable of carrying four or five people; and the VA-3, a 10-ton version capable of carrying twenty-four passengers and crew, as a ferry. Westland have in hand the SR-N3, a twin-finned military development to carry a payload of 15 tons or 150 fully-equipped troops. And a third British firm, Britten-Norman, are developing a Cushioncraft for which the selling price is quoted as under £20,000. Military developments of the air cushion principle include Folland's private project for the R.A.M.C., the Hoversled. It is a platform supported on air, which can carry a wounded man.

The Vickers-Armstrongs' hovercraft VA-1 during its first public demonstration over water at Southampton

Demonstrating the Folland Hoversled




The Britten-Norman CC-2 Cushioncraft is a ten-seat machine powered by a Rolls-Royce V-8 engine




A design study for the U.S. Army's "Ejectijet" hovercraft

An experimental hovercraft of the U.S. on the Ohio River in Kentucky

## INDUSTRY AND THE STOCK MARKET

# INVESTING IN BOOKS

By "THE SPHERE" CITY CORRESPONDENT

Books have become big business. This view has recently been circulating in the City, otherwise beset by the general problems raised by the Chancellor's credit restraint measures. The financial size of book publishing was brought home to investors last spring, when shares in Penguin Books were offered for sale—and these shares, incidentally, still stand above the original sale price. Penguin, whose business is in paper-back publishing, disclosed that more than 250,000,000 books had been sold since the firm was founded and indicated that profits for 1961 would reach around £200,000.

But investing in book publishing, especially on the paper-back side is far from easy. Apart from Penguin, the only way of buying a stake in paper-back publishing is through the shares of Godfrey Phillips, which owns Four Square books in addition to its tobacco interests.

In the more traditional field of hard-back publishing, several large companies have shares available for investors. Two of the largest are William Collins and Longmans, Green, whose profits have reached, respectively, just over and just under £1,000,000 a year.

Collins, which include Geoffrey Bles, the Harvill Press and Hatchards' bookshop, have shown a vigorous profit expansion since their 1957 setback. Trading income has risen by one-third, from some £750,000 to a little over £1,000,000, and the board's policy has been to maintain an 8 per cent. dividend, while enlarging the ordinary capital by a series of free share issues. In this way, Collins' ordinary and "A" ordinary capital has been nearly doubled in recent years from £1,000,000 in 1955 to its present level of £1,900,000.

Longmans, Green, another large publishing group whose shares enjoy a Stock Exchange quotation, specialise in educational, scientific and technical books. Their profit record shows an impressive story of steady expansion, from gross earnings of under £200,000 ten years ago to nearly £400,000 five years ago and to the 1960 level of £780,000.

Another, rather smaller, group which also specialises in scientific and technical books is Butterworth and Co., whose board is headed by the Earl of Rothes. This group has important interests in the Commonwealth and owns printing and bookbinding subsidiaries. Speaking earlier this year, the Earl of Rothes told shareholders that sales were approaching the 2,500,000 mark and that 1960 turnover had shown a ·· per cent. increase over the previous year. Shareholders have benefited om this expansion, for their dividend has been raised from the 1955 el of 25 per cent. to its current rate of 35 per cent. Further growth ould come from the many new ventures which Butterworths have lanned.

In all these three companies, Collins, Longmans, Green, and Butterworth, investors can buy a direct ordinary share interest. In Hutchinson, by contrast, the main public interest is channelled through the 10 per ent. preference shares. Hutchinson's recent profit record is rather more erratic than some of the other publishers, and in two recent years the preference dividends have absorbed all available profits.

Another large concern in which investors cannot buy a direct stake is represented by Heinemann Publishers. This forms part of the Thomas Tilling Industrial holding group. Last year profits recovered from their 1959 low level, though publishing still contributed well under 7 per cent. of the group's total earnings.

A third important group, Associated Book Publishers, has effectively disappeared from the public investment scene this year following a series of take-over moves. Associated Book, which controls Methuen and Co., Eyre and Spottiswoode and the Book Centre among other concerns, was the subject of a bid from the late Mr. Howard Samuel's publishing interests. This move was resisted by the directors of Associated Book, who after some time announced that interests connected with the deputy chairman, Colonel Crosthwaite-Eyre, owned a controlling stake in the group. Since then, Penguin Books have taken over Mr. Samuel's interest, and Sir Allen Lane, the chairman of Penguin, is now a member of the Associated board.

Investors who are impressed by the potential of the book industry could also consider a stake, say in the retailing or printing side. In bookselling, the leading equity is W. H. Smith whose recent profit growth has, however, been checked by strikes in the newspaper and magazine industry. On the book printing side, one of the best-known names is Purnell, the £13,000,000 Bristol group, whose subsidiaries include Paultons and Waterlow. Purnell have a steady growth record though one short-term uncertainty arises from the group's need for more permanent finance.

An investment in books holds out useful growth potentialities, from growing incomes in this country and from the world-wide improvement in technical education and literacy standards. Longmans, Green or Collins are probably the best all-round prospects for people who wish to buy a direct interest in book publishing, while Penguin Books will appeal to those who favour prospects for paper-backs. In Penguin's case, the shares will appeal to those interested in possible capital growth rather than current dividends.

# GOOD LIVING

*By Ganymede*

Noilly Prat Italian vermouth (first mentioned in this column, June 10 issue) was launched at a sumptuous party given by the House of Seagram in association with Charles Anderson and Co. Ltd., the latter having been the sole importers of Noilly Prat French vermouth for over eighty years. The scene was the Fellows' Restaurant at the London zoo, and the animal kingdom was represented by a young orang-outang, a baby gazelle, a colourful macaw, an owl, and a skunk, the last (we were told by its keeper) having been specially "decarbonised" for the party. Apart from these charming specimens, there was a distinct "Italian" flavour about the function: the canapés had Italian specialities on them, a parade of Italian fashions was presented, Italian motor cars were on view outside in the Fellows' Garden, and sprays for the ladies had been specially flown in from the Italian Riviera by Alitalia.

After a round of the new "bitter-sweet" vermouth, a new cocktail specially created by the president of the Bartenders' Guild and christened "La Novella," was handed round. It is a distinctly sweet drink, with a slight bitter after-taste and for those who might like to try it, here is the recipe: two-fifths Noilly Prat Italian, one-fifth Apricot brandy, one-fifth dry gin, one-fifth Campari bitters; stir in ice and serve in a cocktail glass with a cherry. Personally, I am not very fond of sweet, or for that matter, any cocktails, but, drinking this one made the G. H. Mumm Cordon Rouge which followed all the more welcome. I fully realise, however, that my own taste is not necessarily identical with that of most people, and the Noilly Prat Italian vermouth and "La Novella" are sure to have a great future.

At the Tower Suite of London's tallest hotel, Madame J. Bollinger and the firm of Mentzendorff and Co., her London agents, entertained a most distinguished gathering for the first tasting of the 1955 vintage of this famous marque. In spite of the crush at this most popular party—and who of the invited guests would have wanted to miss it—the setting was magnificent; the London skyline from this height in the falling autumn dusk is unbelievably beautiful. We were received by the charming "leading lady" of the champagne manufacturers in person, and with a glass of Special Cuvée in our hands were immediately made to feel at home. Brigadier Brumell, Chairman of Mentzendorff and Co. then introduced the new vintage and the eloquent Lord Boothby responded on behalf of all the guests. We drank the health of Mme. Bollinger in the 1955 vintage.

Mme. Bollinger greets M. Simon at the tasting

Rupert Croft-Cooke's new book MADEIRA (Putnam. 21s.) deals with the wine, the vineyard and its history. The days of "a glass of Madeira and a piece of cake" have gone forever, and today this unique wine appears to have receded into the background. Our taste in wine is doubtlessly subject to periodic, gradual changes, and, who knows, it might come back into fashion again. If it does, Mr. Croft-Cooke's book, and his views expressed in it, will have gone a long way towards regaining popular favour. He is quite single-minded in his admiration of Madeira, and extols its virtues with great sincerity and a wide knowledge of the subject.

Broadly the book falls into two parts. The first historical part traces the story backed by much documentary evidence from the first settlers who planted the first vines. From there, the history of the wine is virtually also the history of the island. Records of the Madeira wine trade are drawn on from 1695 to the present day, in the form of letters, accounts and business ledgers kept by the English colony of shippers who have established themselves on the island through the last three centuries. Around 1800, the first *estufas*—heating chambers in which Madeira is matured—were built, and they are part of the process to this day. Previously the wine achieved its perfection by being taken on long sea voyages, through tropical climes.

The second part gives all the facts as they exist today. It describes in detail the unusual way in which the vines are grown, the harvest, the methods of fermentation, the use of *soleras* and the blending for each of the different types of Madeira wine. Finally we are told when and how to drink it and how to use it in the kitchen. The author has treated his subject not only with great enthusiasm but also with great thoroughness; nothing is overlooked in his treatment, and it is all presented in a very entertaining manner, making a most readable book.

**LEADERS OF BRITISH INDUSTRY**

*Photographed by Tom Hustler*

# Leslie Rumley

This year's president of the British Industrial Truck Association, Mr. Rumley, is sales director of Electro-Hydraulics Ltd., Conveyancer Fork Trucks Ltd., Electro-Hydraulics (Canada) Ltd., Conveyancer-Scott Electric Vehicles Ltd. and Conveyancer-Raymond Ltd. Leslie Rumley was born in 1900 and educated at Ashby-de-la-Zouch Grammar School and the Rugby College of Technology and Art. He was a pilot in the Royal Flying Corps in 1917-18. Starting as an indentured apprentice, Mr. Rumley served with British-Thomson-Houston Company at Rugby and then A.E.I. until 1936, when he joined Rubery Owen as chief planning engineer. In 1941 he became general manager of Rubery Owen Messier Ltd., when they were engaged in producing undercarriage and hydraulic equipment for heavy bombers. He joined the board of Electro-Hydraulics at Warrington in 1945. Since 1947 he has travelled extensively on business. From that time he has served on the Council of the British Industrial Truck Association and he is a member of the British Institute of Management and a founder-member of the Institute of Materials Handling. His training in time and motion studies in the movement of materials in the engineering industry enabled Mr. Rumley to become an authority in the materials handling field. Married, he lives at Chester. His hobbies are yachting and fishing

# INGENIOUS INDUSTRIAL TRUCKS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Up to the end of the last war the term "mechanical handling" was hardly used in British industry, and few businessmen ever considered it a separate or worthwhile subject for management to concern itself with. The fact existed, of course: no form of industrial production beyond the craftsman's workshop can operate without moving materials, and even when labour was cheap it was often worth using power to move them simply to keep up the speed of production. Now labour has become expensive, and the speed of production has increased; mechanical handling has become a special form of expertise saving many millions of pounds a year. In Britain, no single kind of handling equipment has done as much to bring home the value of these techniques as the industrial truck—fork and other lift trucks, platform trucks, pallet trucks, industrial tractors and trailers, straddle trucks and stackers.

These trucks were known in British industry before the war: some of the most versatile of them originated in this country. But it is probably fair to say that many managers, who now rely on them, first realised their potentialities in saving manpower by seeing the use made of them by the American forces in Britain during the war. Certainly since the end of the war the expansion of the industry that makes them has been very rapid indeed. In 1946 it was reckoned that there were no more than 7,000 or 8,000 industrial trucks of all kinds in factories and plants in this country. Today there are probably more than 100,000. That comprises a bewildering variety of kinds of "industrial truck"; but the distinguishing feature that all share is a place of work rather than mechanical similarities. One uses the term to mean a truck that works inside factories, plant, warehouses, airports or locations where production goes on; not trucks that ordinarily carry goods on the public highways.

That hundred thousand, also, represents probably far too few of these trucks; in spite of the growing awareness of the savings to be achieved in handling, there are still many parts of British industry where human energy, time and money is wasted on manhandling materials and components that ought to be given to labourers that are tireless, reliable, and don't strike. Britain's docks, in particular, which make use of large-scale cranes and specialised unloading equipment for many bulk loads, still probably make far too little use of these versatile trucks to deal with the vast variety of different and awkward shapes and sizes in which merchandise has to be unloaded. This situation probably arises in part from the particular labour arrangements which exist in the docks; but also from some lack of imagination upon the part of managements there.

Britain has about twenty-five manufacturers of industrial trucks; it is a fairly specialised business into which few of the big motor-vehicle companies, for example, have ever taken more than indirect financial interests. But it has expanded rapidly enough to arouse envy in other industries; in the last eight years alone its output has risen two-and-a-quarter times, and it has been able to export 25-33 per cent. of its output.

"Palletisation" of warehouses and industrial stores was one of the developments that followed in the train of the fork lift truck; yet nowadays the newer designs of lift truck are tending more and more to outgrow the pallet. These special trays, with apertures into which a lift truck can insert its horizontal forks, pick up the load, and move away with it, have been invaluable in adapting industrial storage for the mechanisation these trucks allow. But they have always had their limitations for items of stock that are not rectangular or flat and don't quite easily suit themselves to sitting on a tray: trucks have been fitted with booms to nose into coils, pneumatically-expanding tongs to grasp particular-shaped items, a variety of "hands" to do specific jobs. Today lift trucks and platform trucks can handle a wide variety of unit loads without the use of pallets.

Mechanisation of storage and delivery from it should help make the maximum use of space, not take it up. The industrial truck needs a gangway so that it can get to the loads in question; makers have been developing narrower ones of greater manœuvrability and also increasing the height to which they can lift big loads. Horizontally, the truck may take up a certain amount of floor space for access to the goods it has to move: but vertically it has enabled much higher racks and shelving to be used, and for larger items than a storeman used to be able to clamber up the shelves to get. Where pallets are used, these can often be fitted into the racking of the store or warehouse, thus enabling incomplete and irregular loads to be put aside in readiness.

A Shelvoke and Drewry 8-ton-capacity Freightlifter demonstrates its stability by lifting to a height of 20 ft. an S.D. refuse collection vehicle

You can run an industrial truck on any kind of vehicle fuel—petrol, diesel oil, battery electric power, or liquid petroleum gas (certain gases produced in oil refining which are usually sold as liquids under pressure). Customers pick "horses for courses" according to their own ideas and needs; recently there has been a growing tendency to use L.P.G. because it means more efficient combustion, which staves off engine wear.

Britain uses more battery electric trucks than almost any other industrial economy, and makers of this kind of power unit have recently achieved some important developments. On this kind of work the industrial trucks can work by day and remain dormant by night, restoring their energy from a battery charger. These trucks have benefited from the recent developments in increasing battery life: and their users and makers have taken a considerable interest in "fuel cells," the devices now under development that will enable direct generation of electricity from fuel without combustion, and hence by the same token would enable power to be stored with "instant access" as and when it was required, perhaps more efficiently than any existing battery.

To achieve extreme manœuvrability and a quick take-off from repeated stops and starts, industrial trucks put a good deal of work on to their gear-boxes and transmissions. Their makers are likely customers, therefore, for the various medium-sized automatic transmissions, hydrostatic drives, and the like, now being developed in British engineering. These trucks are fairly valuable pieces of capital equipment; their owners are interested in performance and reliability as much as in first cost.

This kind of mechanical handling, like others, lends itself to remote and automatic control. An industrial truck can carry a driver, or move along steered by a driver walking with it; but one can also engineer it to go without a driver. Systems that have been used include the following

(*Continued on following pages*)

Two electric-powered fork trucks of 3,000-lb. capacity, manufactured by Lansing Bagnall Limited, of Basingstoke, are used to handle barrels in a large whisky store in Glasgow

A diesel-powered Coventry Climax Universal fork lift truck can lift such large objects as Jaguar car bodies. The truck is one of a fleet which are employed in handling car bodies and engines at the Jaguar works at Coventry

A B.E.V. battery-powered 5-ton-capacity elevating platform truck in operation. Made by Wingrove and Rogers Ltd, Liverpool, it carries its load on a stillage

# INGENIOUS INDUSTRIAL TRUCKS

(*Continued from previous page*)

of a guide rail in the floor or even a magnetised cable in the floor that can be followed by a truck without any physical contact. One maker is now developing a side-loading truck for warehousing that will be controlled automatically by means of a punch-card system, following out programmes of operation dictated to it by the instructions on the card. Warehousing and storage is one of the areas of British business where great savings can be made by a fresh analytical approach: too often these departments, in which vast sums of money can be locked up permanently, are ignored when it comes to organisation and capital equipment. One of the jobs that a computer can programme most efficiently is proper stock control, gauging just how much of everything ought to be held in order to reduce the possible costs of delay and the actual costs of holding stock to the most efficient compromise. That kind of analysis, allied with the automatic control of the physical methods of handling and transport in and out of store, still offers huge savings in many industries.

Getting the idea of mechanical handling into managers' minds has not been simply a matter of advertising and effective salesmanship. It has been a work of education as well as propaganda, in which the industry's trade association, in this country the British Industrial Truck Association, has had to take a central role. The association, founded in 1942 under an earlier name, began with the job of allocating scarce materials among manufacturers: pretty soon its work became more positive. In the field of " education " of industrial customers, it played

(*Concluded on page 242*)

A Shorland Series 21 Straddle Carrier, made by Short Brothers and Harland Limited, transports timber between dockside and sawmill for a large British timber importer

A 7-ton truck, fitted with differential steering and manufactured by J. Collis and Sons Limited, is used to handle transformers at Fuller Electric Limited

**Left:** An I.T.D. Ltd. 2,000-lb.-capacity battery-powered truck in operation as internal transport at Parsons Chain Company Ltd. at Stourport

**Below:** A Cub tractor, made by Reliance Trucks Limited, pulls a Reliance trailer at a Sheffield steelworks. Diesel-driven, the tractor can haul up to 20 tons on level concrete

A Conveyancer Fork Trucks Limited TC 6 model handles a Venom aircraft wing section on the flight deck of H.M.S. *Victorious*. Conveyancers are standard equipment on British aircraft-carriers

A Matbro Model 40 fork lift truck at work in a confined space. Of 4,000 lb. capacity, the truck is diesel-powered and has automatic transmission. Eighteen Model 40 fork lift trucks have been ordered by the Rangoon Port Authority

An electric-powered Coventry Climax Universal truck handles perishable fruit and vegetables from the Continent at British Railways' new depot at Hither Green, Kent. A number of these trucks are used for speedy handling at the depot

# INGENIOUS INDUSTRIAL TRUCKS

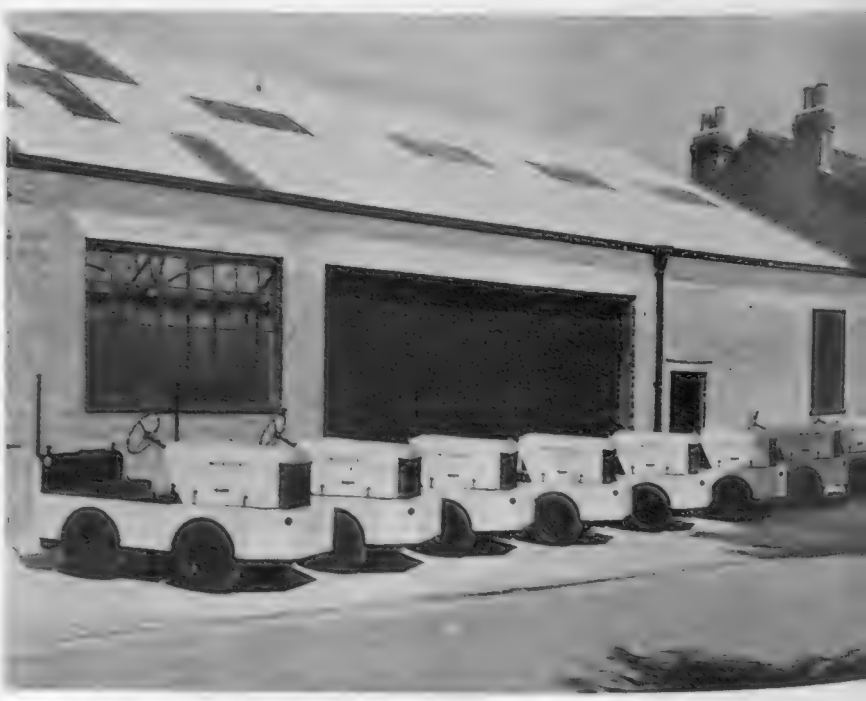
(*Concluded from page 240*)

a big part in sending to the U.S.A. one of the most successful of the post-war productivity teams to report on mechanical handling in industry. In more technical co-operation between manufacturers, it has managed to achieve standardisation of fork truck ratings and stability tests and to compile a fork truck "safety code."

A team from the O.E.E.C. followed the British team on materials handling to the United States twelve months later; one of the results of its later report was the formation of a *Fédération Européenne de la Manutention*, which includes a section covering industrial trucks. This has already done a good deal to standardise controls and tyre designs for lift trucks. Most of the British companies in this industry are already exporting to the Continent: they are fairly confident that in competitive strength they ought to be able to increase their exports if and when Britain joins the Common Market, particularly in the battery electric field in which Britain is more developed than any other country. Their work, like that of other makers of mechanical handling equipment, can equally contribute to fitting other industries to compete with the present Six. Mechanical handling is one of the most widely-applicable aids to productivity right across British industry; and in the next few years of crumbling tariff protection many British industries are going to need all the productivity that they can get.

A 12/24 Super Fork Truck, manufactured by Ransomes and Rapier, of Ipswich, prepares to stack a log on to a stockpile

Some of a batch of trucks, ordered by International Packers of Buenos Aires, Argentina, are packed for dispatch at the Ipswich works of Ransomes Sims and Jefferies Limited



Part of a consignment of twenty-six Mercury Model 40P Tractors ready to be shipped to Bahrain Port from the works of Mercury Truck and Tractor Co., Ltd., of Gloucester

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**MOTORING**

# ONE OF THE TOUGHEST

*The R.A.C. International Rally; recent road statistics; car shoes; and other topics*

By **COURTENAY EDWARDS**

The R.A.C. International Rally, which starts at Blackpool on Monday and finishes at Brighton at the end of the week, promises to be the toughest event of its kind ever held in Britain.

More than 200 miles of the 2,123-mile route will take competitors over private roads on Forestry Commission land in various parts of the country. Use of these roads for the first time has enabled the Rally organisers to plan tight time schedules over tricky " safari " surfaces right away from public traffic.

Rough mountain tracks and split-second speed tests will challenge the skill and endurance of 161 Rally crews, including eight women's teams. Details of twenty special stages used for high-speed and regularity tests will be withheld until the last moment.

From a Mille Miglia-type ramp start at Blackpool the drivers will motor through the night over the Pennines and Yorkshire moors to Scotland, where Inverness has been chosen for a night stop.

A gruelling drive through the Highlands on Wednesday will take the Rally cavalcade to Scarborough (for a breakfast stop on Thursday) and across the Midlands to Wales after five-lap races at Mallory Park (near Leicester) and a speed test at Oulton Park, near Chester. Competitors are due at Brighton on Friday night and the Rally will end with speed tests on the Madeira Drive on Saturday.

The Rally counts towards the European touring championship, in which the German Mercedes-Benz driver, Hans Walter, seems to be leading, though the position is confused by an objection to the result of an earlier rally which is still being investigated.

If the protest is upheld Walter cannot now fail to win the championship. If it is rejected, the R.A.C. Rally will be decisive. With five wins already, Sweden's Mrs. Ewy Rosqvist has already made sure of the European women's crown. She is driving a Volvo in next week's British rally, in which the women's cup has so far been won by a British team. Mrs. Anne Hall, of Huddersfield, has taken it for the last two years.

The interior of the new Jaguar Mark X

When I drove the new Jaguar Mark X the other day I was impressed by the efficiency and simplicity of the heating and demisting system designed specially for this car. Vacuum servos are used to operate the water valves, heater flaps and air intake vents. The system is controlled by three push-buttons and a two-speed switch for the twin centrifugal blowers.

A very large volume of air is channelled to each side, or both, of the front compartment and there is an individual supply for the benefit of the passengers in the rear.

The twin air outlets in the front compartment—one each side—make it possible for the air to be directed either to the feet or body. The central outlet at the back incorporates baffles which direct the air outwards and downwards to one or both sides of the car. Rapid defrosting and demisting of the windscreen is ensured by the use of separate ducts direct from the centrifugal blowers which deliver large quantities of air on to the inner surface of the screen.

My eyes are dizzy, my brain reeling; for I have just been reading the 1961 edition of the British Road Federation's *Basic Road Statistics*. It is a volume, costing only 1s., which provides much of the ammunition used by the people who campaign for better roads and more effective road safety measures.

It tells me that in Britain last year there were 9,383,140 motor vehicles in use. That is 5,000,000 more than in 1950. It is also one vehicle to every 38 yards of road—a figure says the British Road Federation, which makes Britain's roads the most crowded in the world. Thank goodness they are never all out at once or heading for the same point on the map!

Dealing for a moment with vehicles with four or more wheels, we find that Britain has more for every mile of road than any other country, the figure being just over 33. Next come West Germany (27), Netherlands (nearly 25), Sweden (just over 22), the U.S. (21) and Belgium (nearly 20).

In a list of 19 countries—14 of them in Europe—whose vehicle population figures are compared in *Basic Road Statistics*, the biggest growth rate since 1954 is credited to Norway, with a percentage increase of 120. Next come Finland (111 per cent.), Greece (105), Switzerland (99), Sweden (91), and West Germany (90). British vehicle exporters please note!

Britain's growth rate was only 49 per cent. and only four of the 19 countries showed a smaller increase: Canada, South Africa and Belgium (each 43 per cent.) and the U.S. (24 per cent.).

My wife used to complain that driving ruined her shoes by scraping the backs where they rested on gritty mats and that high heels made proper control impossible. She tried keeping an old pair in the car, loose enough to slip on quickly for driving, but gave it up after walking into a Women's Institute meeting still wearing them.

Now she thinks she has found the answer in Carshoes. These shoes, of simple, casual shape, are made in France and were designed specially for motoring. The sole runs in one continuous piece up the back of the shoe so that the foot rests on a smooth, rounded heel when in the driving position.

Two studs in the sole give a non-slip grip and a pull strap at the back of the heel helps to get them on easily. Carshoes cost £4 4s. a pair. They are available in natural suede, black leather or dark brown leather. There are six women's and eleven men's sizes.

The London Motor Show gave a useful reminder of the great technical progress which is still being made in tyre design and of the aids available to motorists for protection against the inconvenience of punctures.

Goodyear had on view their new multi-coloured side wall tyre with a slim band of colour overlaid on white. There is a choice of colours to match a car's paintwork or upholstery. A Goodyear technician told me his firm is developing a method of " casting " tyres in one piece, like a metal object. They will be translucent and coloured.

A handy device for " mending " and inflating a punctured tyre in a few seconds is offered by Lexington Products for 25s. Named the " Redi-Spare," it is a British-made version of an American product formerly imported and sold at a higher price. It consists of a small cylinder of compressed gas which is attached to the valve by a flexible connector. The gas, in addition to blowing up the tubeless tyre or inner tube, forces a sealing compound into the hole.

Holts are selling a new puncture-sealing liquid which is squeezed into the tyre as a precautionary measure. It forms a tacky coating on the tyre or tube's inner surface and plugs any leak as soon as it occurs. The cost of treating each tyre is 2s. 6d. for scooters, 4s. for small cars and 6s. 6d. for larger vehicles.

In a message to *The Motor*, Mr. George Harriman, deputy chairman and managing director of the British Motor Corporation, puts forward the interesting suggestion that the London and Paris Motor Shows should each be held every two years and that they should alternate.

This is a highly controversial idea. It is an arrangement which could save the car and component firms much time and money. Each Show, when its turn came, would be more interesting than annual shows if only because it would have on view a bigger collection of new models not previously gathered together under one roof. Anglo-French co-ordination of this kind would fit well into the Common Market concept.

It can be argued, however, that export business might be lost if overseas dealers make their cheque-book pilgrimage to Earls Court only once in two years. There is, too, an undoubted value in the even rhythm of an annual show. This is reflected in the organisation of the Show itself and in the planning of the individual displays.

Briefly . . . The British Automobile Racing Club has awarded Stirling Moss its gold medal (not necessarily handed out each year) for his brilliant motor racing performances in 1961. . . . Car maintenance is being made progressively more easy, but one item that still needs regular attention is the battery. Two battery firms who have made this easier are Exide (whose Auto-fil battery—costing only 2s. 6d. extra—is topped up by a one-shot pour into a single trough) and Lucas, who announce a new, improved version of their automatic battery filling bottle (6s. 6d.).

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